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Automobile

FACTS and FIGURES

32nd Edition—1952

AUTOMOBILE MANUFACTURERS ASSOCIATION

THE 32ND EDITION of Automobile Facts and Figures contains a number of new studies of the automotive industry.

In the field of taxation, an analysis shows that there are $650 in taxes in a $2,000 passenger car delivered to the purchaser ready for use—that is, in every $1.00 of sales there are 32 cents of taxes.

Another analysis indicates that one out of every eight tax dollars collected in the United States has an automotive origin.

In the field of market analysis, a count of passenger cars in use by year-models, brought out the startling fact that 16.5 million were prewar models, while in the case of motor trucks 2.7 million were prewar models.

A tabulation of all types of business enterprises discloses that one out of every six is automotive.

The 1950 Census of Agriculture shows that 30.6% of all farms are located on hard-surfaced roads and another 33.5% of farms are located on gravel roads, while only 31.2% of farms are located on unimproved or dirt roads. The survey also shows that the average distance to the nearest market was six miles and that on the average 77% of this distance consisted of either a hard surface or gravel road.

In the area of car usage, surveys indicate 59% of trips by automobile are for the purpose of driving to work or on business, and that in cities 73% go to work by automobile. 96% of visitors to national parks travel by automobile.

The upward trend continues in transportation of school children by motor buses, with 28% transported by bus.

World registration of motor vehicles increased to 56 million passenger cars, with 76% of them in United States, and to 18,018,000 motor trucks, with 51% in the United States.

AUTOMOBILE MANUFACTURERS ASSOCIATION

New Center Building, Detroit 2, Michigan

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WASHINGTON, 6—Transportation Building
NEW YORK, 17—366 Madison Avenue

Automobile Manufacturers Association, Inc.

New Center Building, Detroit 2

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(List of Members is given on pages 73 and 74)

123 Million Motor Vehicles Produced in 52 Years

Factory Sales and Wholesale Value, U. S. Plants

	PASSENGER CARS		MOTOR TRUCKS AND BUSES		TOTAL	
	Number	Value	Number	Value	Number	Value
1900	4,192	$ 4,899,443	.....	.....	4,192	$ 4,899,443
1901	7,000	8,183,000	.....	.....	7,000	8,183,000
1902	9,000	10,395,000	.....	.....	9,000	10,395,000
1903	11,235	13,000,000	.....	.....	11,235	13,000,000
1904	22,130	23,357,692	700	$ 1,272,747	22,830	24,630,439
1905	24,250	38,670,000	750	1,330,000	25,000	40,000,000
1906	33,200	61,460,000	800	1,440,000	34,000	62,900,000
1907	43,000	91,620,000	1,000	1,780,000	44,000	93,400,000
1908	63,500	135,250,000	1,500	2,550,000	65,000	137,800,000
1909	123,990	159,765,721	3,297	5,333,683	127,287	165,099,404
1910	181,000	215,340,000	6,000	9,660,000	187,000	225,000,000
1911	199,319	225,000,000	10,681	21,000,000	210,000	246,000,000
1912	356,000	335,000,000	22,000	43,000,000	378,000	378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	548,139	420,838,378	24,900	44,219,096	573,039	465,057,474
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,651,625	1,365,395,415	224,731	371,422,820	1,876,356	1,736,818,235
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,468,067	1,038,191,037	148,052	166,070,810	1,616,119	1,204,261,847
1922	2,274,185	1,494,513,991	269,991	226,049,658	2,544,176	1,720,563,649
1923	3,624,717	2,196,272,116	409,295	308,537,929	4,034,012	2,504,810,045
1924	3,185,881	1,970,096,559	416,659	318,580,580	3,602,540	2,288,677,139
1925	3,735,171	2,458,370,026	530,659	458,400,277	4,265,830	2,916,770,303
1926	3,783,987	2,640,064,519	516,947	452,123,435	4,300,934	3,092,187,954
1927	2,936,533	2,164,670,891	464,793	420,130,624	3,401,326	2,584,801,515
1928	3,815,417	2,576,489,623	543,342	437,132,258	4,358,759	3,013,621,881
1929	4,587,400	2,847,118,562	771,020	566,029,644	5,358,420	3,413,148,206
1930	2,784,745	1,645,398,523	571,241	389,436,690	3,355,986	2,034,835,213
1931	1,973,090	1,111,273,774	416,648	262,417,542	2,389,738	1,373,691,316
1932	1,135,491	618,291,168	235,187	136,193,336	1,370,678	754,484,504
1933	1,573,512	762,736,512	346,545	186,069,314	1,920,057	948,805,826
1934	2,177,919	1,147,116,195	575,192	320,143,667	2,753,111	1,467,259,862
1935	3,252,244	1,709,425,904	694,690	379,407,751	3,946,934	2,088,833,655
1936	3,669,528	2,015,646,217	784,587	462,820,474	4,454,115	2,478,466,691
1937*	3,915,889	2,243,732,380	893,085	534,494,873	4,808,974	2,778,227,253
1938	2,000,985	1,236,802,411	488,100	334,147,530	2,489,085	1,570,949,941
1939	2,866,796	1,765,189,067	710,496	494,829,231	3,577,292	2,260,018,298
1940	3,717,385	2,370,654,083	754,901	567,820,414	4,472,286	2,938,474,497
1941	3,779,682	2,567,205,996	1,060,820	1,069,799,855	4,840,502	3,637,005,851
1942	222,862	163,813,559	818,662	1,427,456,801	1,041,524	1,591,270,360
1943	139	101,799	699,689	1,451,794,475	699,828	1,451,896,274
1944	610	446,704	737,524	1,700,928,939	738,134	1,701,375,643
1945	69,532	57,254,655	655,683	1,181,955,532	725,215	1,239,210,187
1946	2,148,699	1,979,781,084	940,866	1,043,247,276	3,089,565	3,023,028,360
1947	3,558,178	3,963,896,000	1,239,443	1,709,843,000	4,797,621	5,673,739,000
1948	3,909,270	4,853,402,000	1,376,274	1,858,210,000	5,285,544	6,711,612,000
1949	5,119,466	6,768,418,000	1,134,185	1,407,435,000	6,253,651	8,175,853,000
1950	6,665,863	8,633,272,000	1,337,193	1,747,480,000	8,003,056	10,380,752,000
1951	5,336,935	7,371,207,000	1,428,328	2,366,047,000	6,765,263	9,737,254,000

NOTES: Table above includes sales of military vehicles.

Prior to 1940, station wagons, ambulances, funeral cars and some school buses, built on passenger car chassis, were included with motor trucks, but number of units involved was relatively small. In 1940 and later years such vehicles built on passenger car chassis were included with passenger cars.

A substantial part of the trucks and buses reported comprises chassis only, without bodies; hence the value of bodies for these chassis is not included.

Actual values of passenger car factory sales for 1943 and 1944 are not available. Value figures shown are approximations based on the average value per unit in 1942. While production of passenger cars ended in February, 1942, some vehicles remained in factory stocks to be sold under rationing orders in 1942-45.

*Beginning with year 1937, standard equipment is included in the values reported.

Federal excise taxes are excluded in all years.

Factory Sales to Domestic and Foreign Markets

From Plants Located in United States

	PASSENGER CARS			MOTOR TRUCKS AND BUSES*			TOTAL MOTOR VEHICLES		
	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market
1921	1,468,067	1,417,017	51,050	148,052	135,483	12,569	1,616,119	1,552,500	63,619
1922	2,274,185	2,169,185	105,000	269,991	247,593	22,398	2,544,176	2,416,778	127,398
1923	3,624,717	3,449,658	178,059	409,295	349,077	60,218	4,034,012	3,798,735	235,277
1924	3,185,881	2,968,711	217,170	416,659	340,555	76,104	3,602,540	3,309,266	293,274
1925	3,735,171	3,419,072	316,099	530,659	418,064	112,595	4,265,830	3,837,136	428,694
1926	3,783,987	3,494,791	289,196	516,947	413,080	103,867	4,300,934	3,907,871	393,063
1927	2,936,533	2,604,491	332,042	464,793	330,455	134,338	3,401,326	2,934,946	466,380
1928	3,815,417	3,396,516	418,901	543,342	379,530	163,812	4,358,759	3,776,046	582,713
1929	4,587,400	4,136,305	451,095	771,020	488,353	282,667	5,358,420	4,624,658	733,762
1930	2,784,745	2,536,981	247,764	571,241	413,290	157,951	3,355,986	2,950,271	405,715
1931	1,973,090	1,838,786	134,304	416,648	309,029	107,619	2,389,738	2,147,815	241,923
1932	1,135,491	1,062,376	73,115	235,187	187,837	47,350	1,370,678	1,250,213	120,465
1933	1,573,512	1,475,357	98,155	346,545	268,117	78,428	1,920,057	1,743,474	176,583
1934	2,177,919	1,993,763	184,156	575,192	448,826	126,366	2,753,111	2,442,589	310,522
1935	3,252,244	3,041,877	210,367	694,690	570,216	124,474	3,946,934	3,612,093	334,841
1936	3,669,528	3,458,051	211,477	784,587	649,997	134,590	4,454,115	4,108,048	346,067
1937	3,915,889	3,643,386	272,503	893,085	689,674	203,411	4,808,974	4,333,060	475,914
1938	2,000,985	1,810,938	190,047	488,100	352,207	135,893	2,489,085	2,163,145	325,940
1939	2,866,796	2,702,181	164,615	710,496	558,973	151,523	3,577,292	3,261,154	316,138
1940	3,717,385	3,608,042	109,343	692,791	599,912	92,879	4,410,176	4,207,954	202,222
1941	3,779,682	3,681,558	98,124	854,719	743,932	110,787	4,634,401	4,425,490	208,911
1942	222,862	215,779	7,083	184,985	164,325	20,660	407,847	380,104	27,743
1943	139	121	18	24,842	23,420	1,422	24,981	23,541	1,440
1944	610	308	302	116,167	102,295	13,872	116,777	102,603	14,174
1945	69,532	68,093	1,439	291,469	254,039	37,430	361,001	322,132	38,869
1946	2,148,699	2,004,649	144,050	940,866	753,845	187,021	3,089,565	2,758,494	331,071
1947	3,558,178	3,297,331	260,847	1,239,443	987,954	251,489	4,797,621	4,285,285	512,336
1948	3,909,270	3,676,093	233,177	1,376,274	1,173,234	203,040	5,285,544	4,849,327	436,217
1949	5,119,466	4,963,325	156,141	1,134,185	1,002,551	131,634	6,253,651	5,965,876	287,775
1950	6,665,863	6,512,938	152,925	1,337,193	1,186,422	150,760	8,003,056	7,699,371	303,685
1951	5,336,935	5,089,988	246,947	1,428,328	1,204,726	223,602	6,765,263	6,294,714	470,549

*Military trucks excluded from 1940 through 1945.

SOURCE: U. S. Department of Commerce through 1939; Automobile Manufacturers Association for subsequent years.

15% of Trucks Exported in 1951

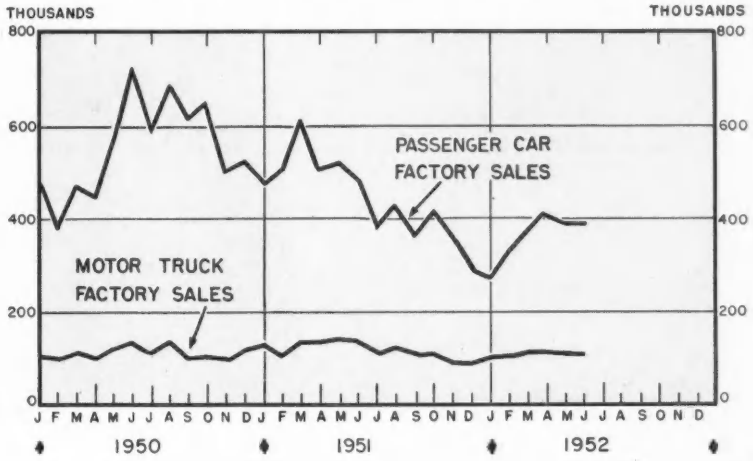
Year	Passenger Cars	Trucks & Buses	Total Vehicles	Year	Passenger Cars	Trucks & Buses	Total Vehicles
1927	11.3%	29.0%	13.7%	1938	9.5%	27.8%	13.1%
1928	11.0	30.1	13.4	1939	5.7	21.3	8.8
1929	9.8	36.7	13.7	1940	2.9	13.4	4.6
1930	8.9	27.7	12.1	1941	2.6	13.9	4.7
1931	6.8	25.8	10.1	1946	6.7	19.9	10.7
1932	6.4	20.1	8.8	1947	7.3	20.3	10.7
1933	6.2	22.6	9.2	1948	6.0	14.8	8.3
1934	8.4	22.0	11.3	1949	3.0	11.6	4.6
1935	6.5	17.9	8.5	1950	2.3	11.3	3.8
1936	5.8	17.2	7.8	1951	4.6	15.6	7.0
1937	6.9	22.8	9.9				

U. S. Imports of Motor Vehicles

Year	PASSENGER CARS New	PASSENGER CARS Used	TRUCKS	TOTAL
1940	253	302	0	555
1941	50	308	0	358
1942	25	372	27	424
1943	74	217	59	350
1944	11	288	27	326
1945	51	475	5	531
1946	1,375	575	15	1,965
1947	1,456	646	22	2,124
1948	28,047	381	684	29,112
1949	7,543	308	515	8,366
1950	21,287	321	81	21,689
1951	23,701	462	250	24,413

SOURCE U.S. Department of Commerce.

Monthly Factory Sales from U.S. Plants

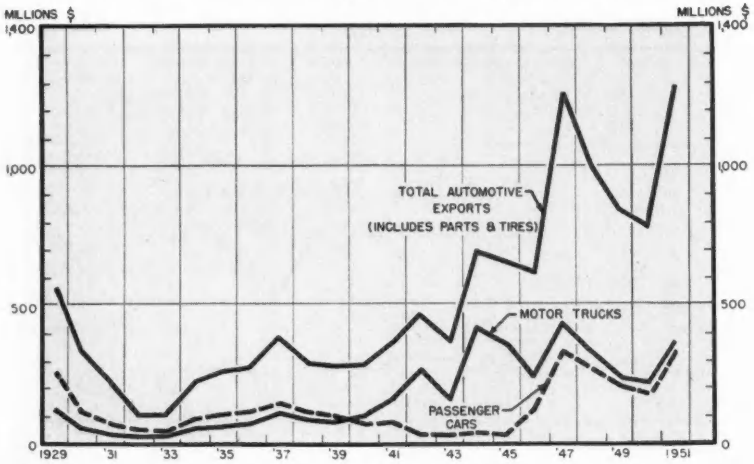


	PASSENGER CARS			MOTOR TRUCKS AND BUSES		
	1949	1950	1951	1949	1950	1951
January	326,859	487,824	478,589	105,603	93,542	128,244
February	324,601	385,361	505,865	102,996	90,106	112,463
March	403,388	469,618	617,399	116,281	111,042	137,626
April	437,058	455,193	503,038	107,026	104,120	136,231
May	395,765	575,518	511,938	87,698	121,378	140,789
June	493,670	720,688	482,029	99,636	135,926	135,656
July	483,581	595,067	381,407	95,843	111,635	110,909
August	557,624	682,782	426,932	100,806	135,341	122,775
September	534,861	616,827	365,907	91,896	106,016	110,096
October	488,176	651,169	414,532	85,559	109,399	111,915
November	381,874	504,445	356,500	73,830	99,124	93,768
December	292,009	521,371	292,799	67,011	119,564	87,856
Total	**5,119,466**	**6,665,863**	**5,336,935**	**1,134,185**	**1,337,193**	**1,428,328**

	TOTAL CARS, TRUCKS AND BUSES					
	1946	1947	1948	1949	1950	1951
January	101,838	347,738	405,663	432,462	581,366	606,833
February	93,053	373,344	383,002	427,597	475,467	618,328
March	124,004	421,180	492,018	519,669	580,660	755,025
April	214,362	423,402	438,090	544,084	559,313	639,269
May	243,098	382,432	338,538	483,463	696,896	652,727
June	201,902	400,222	431,046	593,306	856,614	617,685
July	297,636	379,192	474,556	579,424	706,702	492,316
August	346,198	349,394	461,359	658,430	818,123	549,707
September	328,795	420,224	413,531	626,757	722,843	476,003
October	391,738	436,072	491,803	573,735	760,568	526,447
November	371,156	394,187	468,824	455,704	603,569	450,268
December	375,785	470,234	487,114	359,020	640,924	380,655
Total	**3,089,565**	**4,797,621**	**5,285,544**	**6,253,651**	**8,003,056**	**6,765,263**

SOURCE: Automobile Manufacturers Association.

1951 Automotive Exports Total $1,306 Million



1951 Automotive Exports From United States $1,306,000,000

	Passenger Cars	Trucks	Cars and Trucks	Parts and ① Accessories	Rubber Tires and Tubes	Total Value of Exports ①
1940	$ 63,766,211	$ 91,324,669	$155,100,880	$117,173,166	$ 27,520,815	$ 299,794,861
1941	69,077,198	154,101,500	223,178,698	133,015,153	31,472,904	387,666,755
1942	13,884,618	263,861,310	277,745,928	158,719,416	46,765,430	483,230,774
1943	2,895,134	147,920,724	150,815,858	133,038,789	92,716,670	376,571,317
1944	3,623,981	401,587,626	405,211,607	245,609,659	61,379,255	712,200,521
1945	2,898,836	352,836,408	355,735,244	247,094,984	59,880,953	662,711,181
1946	122,500,568	227,748,532	350,249,100	207,418,991	73,767,045	631,435,136
1947	335,330,528	429,998,475	765,329,003	393,078,056	121,081,083	1,279,488,142
1948	279,837,012	343,160,770	622,997,782	316,102,194	66,587,973	1,005,687,949
1949	205,022,791	228,147,610	433,170,401	341,661,414	67,316,838	842,148,653
1950	179,324,979	217,245,845	396,570,824	350,225,624	47,005,720	793,802,168
1951	339,906,800	386,811,209	726,718,009	499,004,508	80,016,841	1,305,739,358

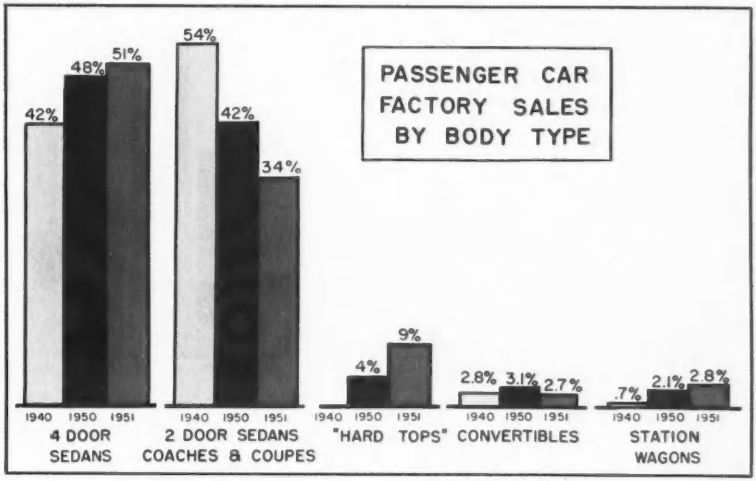
①—Includes used passenger cars and trucks, trailers, parts for assembly, garage equipment.

1951 Automotive Exports by Type of Products

	Number	Value (000)		Number	Value (000)
Passenger Cars, New	216,973	$ 339,907	Spark Plugs	16,522,939	$ 4,694
Passenger Cars, Used	6,555	7,478	Leaf Springs, Automotive	—	4,136
Motor Trucks, New	209,648	364,650	Auto Horns	700,531	1,837
Buses, New	7,037	22,161	Starting and Ignition Equipment	—	19,638
Trucks and Buses, Used	3,125	4,676	Batteries, 6 and 12 V	673,511	8,315
Truck Trailers, 5 Tons and Up	1,244	4,393	Engines For Replacement	32,175	11,917
Trailers, Other, Inc., House	2,108	1,356	Brake Lining	—	6,679
Parts for Assembly	—	141,626	Clutch Facing	—	936
Engines for Assembly	34,554	6,501	Brake Blocks	—	681
Tire Service Equipment	—	966	Parts for Trailers	—	2,001
Gasoline and Oil Pumps	15,283	3,686	Motorcycle Parts and Accessories	—	919
Other Service Appliances	—	17,002	Auto Accessories, N.E.S.*	—	26,006
Motorcycles	2,423	1,520	Replacement Parts, N.E.S.*	—	222,040
Tires and Inner Tubes	—	74,962			
Tire Sundries	—	5,055	TOTAL AUTOMOTIVE	—	$1,305,739

SOURCE: U. S. Department of Commerce. *Not Elsewhere Specified.

Nine Percent of 1951 Passenger Car Sales Were "Hard Tops"



Passenger Car Factory Sales by Body Types

Body Type	1940	1949	1950	1951
4-Door Sedans	1,599,215	2,519,894	3,246,996	2,712,256
2-Door Sedans, Coaches and Coupes (except Business Coupes)	2,014,386	2,190,252	2,704,079	1,773,729
Business Coupes	①	82,355	89,587	53,876
"Hard Top": Coupes and Sedans	—	10,431	266,680	487,261
Convertibles (except "Hard Top")	105,335	215,635	208,090	143,388
Station Wagons ②	25,098	90,983	141,697	149,381
Chassis	13,351	9,916	8,734	17,044
TOTAL	3,717,385	5,119,466	6,665,863	5,336,935

① Business coupes sold in 1940 are included with all other 2-door body types.
② Station wagons produced on commercial vehicle chassis are not included.

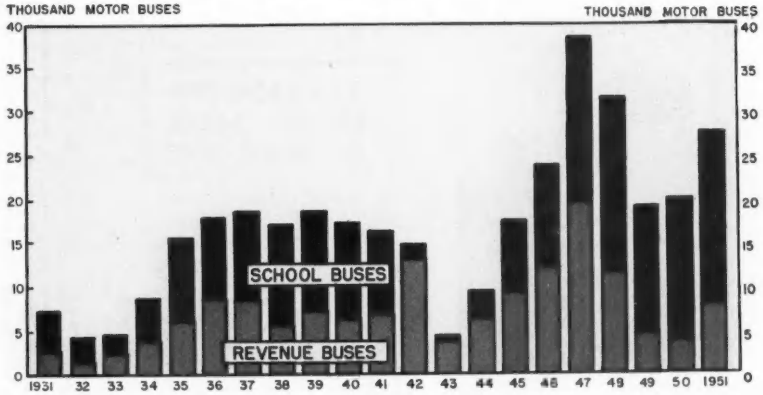
Factory Sales of Special Motor Vehicle Types From Plants in United States

	1948	1949	1950	1951		
				Domestic Market	Export Market	Total
Station Wagons*	110,312	104,613	159,944	174,812	19,421	194,233
Motor Coaches: ①						
City Type	8,238	3,800	3,453	4,754	551	5,305
Intercity Type	3,026	855	759	1,233	121	1,354
Special ②	1,035	856	696	2,797	4	2,801
School Bus Chassis	23,755	13,896	19,953	23,646	8,245	31,891
Trucks with Cab Over Engine	31,047	13,325	22,370	23,834	1,648	25,482
Trucks with Diesel Engines	5,698	6,047	13,903	13,931	2,563	16,494
Multi-Stop Delivery Trucks	21,380	19,479	21,681	26,695	2,172	28,867
Ambulances and Funeral Vehicles	4,727	2,853	2,971	—	—	4,177

① Does not include non-integral school buses. *Includes station wagons built on truck chassis.
② Includes integral school buses.

SOURCE: Automobile Manufacturers Association.

1951 School Buses 70% of Total Bus Output



Year	City Type	Intercity Type	Charter and Sightseeing	Total Revenue Buses	School Buses	Total Buses
1935	3,978	2,255	34	6,267	9,363	15,630
1936	5,800	2,610	90	8,500	8,913	17,413
1937	5,947	2,430	107	8,484	9,892	18,376
1938	3,606	2,167	89	5,862	11,272	17,134
1939	4,594	2,415	100	7,109	11,546	18,655
1940	4,573	2,001	67	6,641	10,566	17,207
1941	5,873	2,088	7	7,968	8,622	16,590
1942	9,010	3,968	8	12,986	1,856	14,842
1943	2,070	1,691	—	3,761	206	3,967
1944	4,323	1,927	—	6,250	3,192	9,442
1945	5,908	3,508	—	9,416	8,225	17,641
1946	8,300	3,335	—	11,635	12,025	23,660
1947	14,726	5,338	21	20,085	18,619	38,704
1948	7,810	3,333	60	11,203	20,513	31,716
1949	3,776	863	25	4,664	14,480	19,144
1950	3,060	755	46	3,861	16,055	19,916
1951	4,772	3,608	18	8,398	19,064	27,462

NOTE: These figures exclude vehicles exported except to Canada. For this and other reasons they are not strictly comparable with bus deliveries data shown on page 7. Trailer type vehicles and sales to U. S. Government agencies are omitted. 1951 includes vehicles delivered to U. S. Government agencies.

SOURCE: "Bus Transportation"

9,460 Motor Coaches Delivered in 1951

(Does not include body-on-chassis type school buses)

	U. S. DOMESTIC MARKET					
	City Type	Intercity Type	Special & Integral School Buses	Total Domestic Market	Total Export Market	Grand Total
1940	—	—	—	5,913	234	6,147
1941	—	—	—	7,393	233	7,626
1946	6,764	2,276	159	9,199	892	10,091
1947	11,779	3,451	1,400	16,650	2,460	19,110
1948	6,971	2,558	997	10,526	1,773	12,299
1949	3,402	690	802	4,894	617	5,511
1950	2,748	581	683	4,012	896	4,908
1951	4,754	1,233	2,797	8,784	676	9,460

SOURCE: Automobile Manufacturers Association

415,420 Motor Vehicles Produced in Canada in 1951

(Figures from Dominion Bureau of Statistics, Ottawa, Canada)

Number and Wholesale Value of Canadian Production

	PASSENGER CARS		TRUCKS		TOTAL	
Year	Number	Value	Number	Value	Number	Value
1921	61,098	$ 53,561,415	5,148	$ 3,843,288	66,246	$ 57,404,703
1929	203,307	134,023,280	59,318	29,474,395	262,625	163,497,675
1932	50,694	32,490,129	10,095	6,070,667	60,789	38,560,796
1940	109,911	83,544,445	113,102	91,191,516	223,013	174,735,961
1941	96,603	81,167,694	173,588	163,414,253	270,191	244,581,947
1942	12,236	10,305,013	216,057	229,103,128	228,293	239,408,741
1943	—	—	178,064	222,393,092	178,064	222,393,092
1944	—	—	158,038	213,259,582	158,038	213,259,582
1945	1,868	1,638,118	130,777	167,103,012	132,645	168,741,130
1946	91,871	82,847,330	79,657	81,204,338	171,528	164,051,668
1947	167,257	182,161,183	90,758	116,357,486	258,015	298,518,669
1948	166,819	210,799,512	96,941	137,228,722	263,760	348,028,234
1949	193,556	277,660,998	99,028	146,697,354	292,584	424,358,352
1950	284,076	447,029,182	106,026	163,942,858	390,102	610,972,040
1951	282,714	438,613,532	132,706	212,806,695	415,420	651,420,227

NOTE: Table above includes all wheeled vehicles for military use, but not scout cars or universal carriers.

Canadian Registrations of Motor Vehicles

Dec. 31	Passenger Cars	Motor Trucks	Motor Buses	Other Com.	Total
1940	1,234,637	247,858	2,958	1,997	1,487,450
1941	1,279,536	270,941	3,441	4,389	1,558,307
1942	1,216,950	283,777	4,016	3,592	1,508,335
1943	1,193,847	294,176	4,302	3,124	1,495,449
1944	1,177,558	302,611	4,676	2,677	1,487,522
1945	1,160,058	315,606	5,988	1,235	1,482,887
1946	1,234,006	355,095	5,788	10,411	1,605,300
1947	1,370,173	425,803	6,826	7,028	1,809,830
1948	1,496,784	484,712	7,487	12,021	2,001,004
1949①	1,672,352	545,677	7,696	27,507	2,253,232
1950	1,909,869	616,555	9,996	20,370	2,556,790
1951 (P)	2,093,423	687,316	12,071	29,740	2,822,550

①—Newfoundland included for first time: Passenger cars 9,022; Trucks 4,098; Buses 312 and other commercial 297.

Canadian Automobile Parts and Accessories Industry

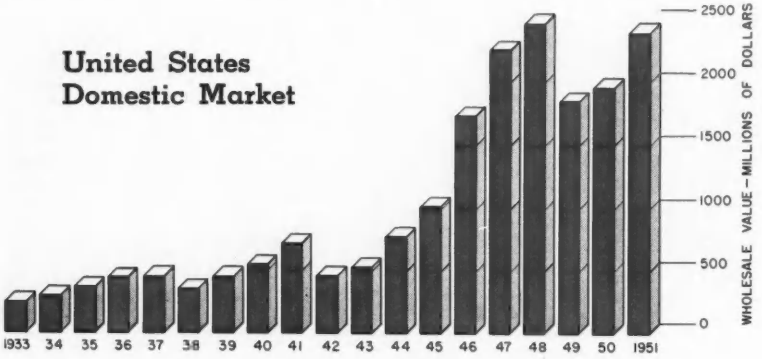
Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages	Wholesale Value of Products	Value of Exports	Value of Imports*
1929	65	4,708	$ 6,711,434	$31,965,078	$ 2,350,232	$44,772,091
1932	76	3,832	3,874,618	12,161,456	1,846,033	11,588,190
1940	100	10,441	14,981,791	64,878,624	10,712,365	47,580,369
1941	102	16,138	25,764,272	124,386,867	20,737,635	71,545,346
1942	101	21,010	37,011,834	184,499,499	62,960,913	76,420,704
1943	101	21,631	40,328,567	175,074,983	213,942,858	67,118,013
1944	104	20,366	38,671,730	160,195,390	139,344,916	80,320,522
1945	108	17,390	33,115,867	126,562,829	93,852,013	71,731,844
1946	113	16,179	27,561,067	93,578,142	21,110,039	67,563,246
1947	128	17,487	36,559,864	131,534,939	20,141,614	103,394,972
1948	137	16,388	39,226,370	140,068,417	15,339,688	103,791,894
1949	150	17,898	45,662,602	171,590,042	10,752,295	117,748,017
1950	152	20,943	59,334,495	234,166,245	12,036,038	161,550,902
1951		Not Yet Available			15,763,431	195,177,254

Canadian Motor Vehicle Manufacturing Industry

Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages	Exports Cars	Exports Trucks	Imports Cars	Imports Trucks
1929	17	16,435	$26,864,808	64,863	36,848	39,446	5,278
1932	25	8,810	11,435,741	9,800	2,734	1,160	289
1939	12	14,427	20,573,714	38,548	19,955	16,332	2,120
1940	10	16,798	31,110,945	18,145	66,047	15,155	1,937
1941	10	19,597	44,783,064	12,315	130,304	2,672	1,190
1942	6	24,403	52,281,941	5,283	159,377	327	3,392
1943	5	24,265	57,569,265	172	165,910	21	1,388
1944	5	22,499	53,879,982	62	144,151	35	3,249
1945	6	17,915	43,623,220	44	122,768	236	1,855
1946	9	21,647	43,968,772	23,451	44,660	18,642	8,697
1947	9	23,837	58,047,977	41,550	42,215	35,570	7,293
1948	11	24,703	68,477,721	27,277	20,901	17,037	3,575
1949	15	27,022	76,684,328	17,469	12,147	35,427	3,270
1950	19	29,355	94,414,819	24,085	10,249	81,722	6,770
1951	19	30,479	101,342,774	37,181	23,308	42,631	5,703

*Does not include car and truck engines and parts.

1951 Replacement Parts and Accessory Sales 28% Above 1950



Estimates Are Based on Federal Excise Tax Receipts

Calendar Year	Wholesale Value	Yearly Increase %	Calendar Year	Wholesale Value	Yearly Increase %
1933	$234,461,090	—	1943	$ 527,710,048	12.0
1934	299,879,633	28.0	1944	789,200,000	49.6
1935	373,159,429	24.6	1945	1,037,800,000	31.5
1936	454,110,443	21.5	1946	1,750,200,000	68.6
1937	461,774,995	2.0	1947	2,309,200,000	31.9
1938	360,892,902	—21.6	1948	2,451,500,000	6.2
1939	460,408,017	27.5	1949	1,809,900,000	—26.2
1940	553,004,020	20.0	1950	1,881,700,000	4.0
1941	718,212,295	30.0	1951	2,399,400,000	27.5
1942	471,956,985	—34.3			

NOTE: Government purchases not included.

Over Half of 1951 Passenger Car Tire Sales Were Replacements

	Original Equipment	Replacement	Export	Total Shipments	Production	Year-End Inventory
1941	19,855,693	34,118,268	586,423	54,560,384	50,391,918	3,165,132
1946	11,086,542	54,684,036	652,643	66,423,221	66,466,319	1,763,472
1947	19,644,143	52,857,228	1,608,092	74,109,453	77,795,299	5,444,071
1948	21,589,040	41,295,434	655,686	63,540,160	66,738,436	8,772,822
1949	28,128,583	36,439,572	508,565	65,076,720	65,140,287	8,903,731
1950	36,678,352	47,102,627	641,987	84,422,966	78,598,174	3,050,301
1951	26,728,795	34,355,977	726,338	61,811,110	65,634,104	6,976,792
Truck and Bus Tire Production						
1941	4,924,615	5,776,145	902,790	11,603,550	11,148,278	1,270,933
1946	4,223,610	10,806,211	859,369	15,889,190	15,831,862	684,800
1947	5,411,521	10,013,994	1,648,395	17,073,911	17,754,837	1,505,221
1948	5,256,413	7,852,877	1,131,812	14,241,102	14,575,981	1,925,403
1949	3,455,781	7,026,115	958,420	11,440,316	11,228,440	1,734,456
1950	4,670,783	9,704,975	788,450	15,164,208	14,155,842	743,216
1951	5,415,945	10,426,451	957,258	16,799,654	17,816,305	1,795,442

SOURCE: Estimated by the Rubber Manufacturers Association

Replacement Auto Battery Shipments, 1940-1951

Year	Thousands	Year	Thousands	Year	Thousands	Year	Thousands
1940	14,342	1943	16,999	1946	17,522	1949	19,383
1941	15,927	1944	19,115	1947	25,828	1950	24,442
1942	15,191	1945	17,560	1948	25,075	1951	22,219

SOURCE: Association of American Battery Manufacturers. Excludes shipments for original equipment.

South America Is Largest Export Market

U. S. Motor Vehicle Exports, 1951

	Passenger Cars	Trucks	Buses	Total
NORTH & CENTRAL AMERICA				
Iceland	29	26	5	60
Greenland	1	—	—	1
Canada	13,579	3,993	86	17,658
Mexico	25,788	21,291	1,057	48,136
Guatemala	1,143	1,302	18	2,463
Br. Honduras	6	22	—	28
El Salvador	1,291	1,237	39	2,567
Honduras	317	550	3	870
Nicaragua	182	410	6	598
Costa Rica	267	498	2	767
Panama	1,736	285	35	2,056
Canal Zone	778	135	27	940
Bermuda	2	10	—	12
Bahamas	23	48	—	71
Cuba	14,872	9,007	264	24,143
Jamaica	26	47	10	83
Haiti	455	562	122	1,139
Dom. Republic	702	1,758	374	2,834
Leeward Isl.	4	4	—	8
Barbados	2	—	—	2
Trinidad	20	11	1	32
Fr. W. Indies	29	57	24	110
Netherlands Antilles	917	376	38	1,331
Total	**62,169**	**41,629**	**2,111**	**105,909**
SOUTH AMERICA				
Colombia	851	6,843	323	8,017
Venezuela	12,954	13,381	211	26,546
Br. Guiana	1	—	—	1
Surinam	115	90	4	209
Fr. Guiana	3	6	—	9
Ecuador	608	1,908	22	2,538
Peru	5,984	5,287	129	11,400
Bolivia	489	1,444	1	1,934
Chile	4,610	6,230	110	10,950
Brazil	30,174	50,236	1,315	81,725
Paraguay	92	122	10	224
Uruguay	1,824	6,205	55	8,084
Argentina	10,639	2,398	197	13,234
Total	**68,344**	**94,150**	**2,377**	**164,871**
ASIA				
Turkey	1,583	2,453	47	4,083
Syria	1,102	1,298	144	2,544
Lebanon	946	315	18	1,279
Iraq	723	263	11	997
Iran	1,722	1,152	56	2,930
Palestine	2,204	512	1	2,717
Jordan	65	31	—	96
Kuwait	242	132	1	375
Saudi Arabia	1,432	1,143	384	2,959
Arabia	1	16	—	17
Aden	7	19	—	26
Bahrein	252	161	12	425
Afghanistan	69	463	—	532
India	2,203	6,601	1,238	10,042
Pakistan	859	2,478	—	3,337
Ceylon	262	198	66	526
Burma	55	119	—	174
Siam	603	1,944	30	2,577
Fr. Indo China	100	866	—	966
Br. Malaya	1,032	291	—	1,323
Indonesia	2,675	11,313	197	14,185
Philippine Rep.	936	2,764	146	3,846
Port. Asia	8	55	—	63
Hong Kong	4	—	—	4
Taiwan	17	112	148	277
Japan	4,263	356	—	4,619
Total	**23,365**	**35,055**	**2,499**	**60,919**

	Passenger Cars	Trucks	Buses	Total
EUROPE				
Sweden	5,196	1,731	—	6,927
Norway	570	1,745	2	2,317
Denmark	421	1,099	2	1,522
Un. Kingdom	243	1	—	244
Eire	401	722	—	1,123
Netherlands	2,767	196	4	2,967
Belgium	23,393	7,915	157	31,465
France	2,287	10	—	2,297
Germany	263	—	—	263
Austria	188	23	—	211
Switzerland	6,059	1,444	3	7,506
Finland	1,066	343	8	1,417
U.S.S.R.	1	—	—	1
Azores	2	—	—	2
Spain	159	266	2	427
Portugal	111	33	1	145
Malta	1	2	2	5
Italy	308	19	—	327
Trieste	95	—	—	95
Yugoslavia	41	47	—	88
Greece	96	332	58	486
Total	**43,668**	**15,928**	**239**	**59,835**
OCEANIA				
Australia	997	1,588	—	2,585
New Zealand	1,093	53	—	1,146
Br. W. Pac. Isls.	—	2	—	2
Fr. Pacific Isl.	93	113	—	206
New Guinea	2	4	—	6
Total	**2,185**	**1,760**	**—**	**3,945**
AFRICA				
Fr. Morocco	1,782	1,855	59	3,696
Tangier	566	139	13	718
Algeria	9	1	—	10
Tunisia	12	32	—	44
Libya	27	—	—	27
Egypt	3,461	2,335	164	5,960
Sudan	1	5	—	6
Canary Isls.	8	7	—	15
Sp. Africa	204	174	3	381
Cameroon	27	732	—	759
Fr.Equat.Africa	63	484	1	548
Fr.West Africa	99	874	—	973
Gold Coast	45	153	—	198
Nigeria	72	426	—	498
Angola	268	1,222	—	1,490
Port. Africa	12	5	—	17
Liberia	185	320	—	505
Belgian Congo	2,231	4,491	22	6,744
E. Ital. Africa	2	12	—	14
Ethiopia	59	90	—	149
Fr. Somaliland	3	—	—	3
Br. E. Africa	43	522	—	565
Mozambique	156	206	—	362
Madagascar	38	174	2	214
Un.ofSo.Africa	7,735	7,020	83	14,838
No. Rhodesia	32	41	—	73
So. Rhodesia	99	267	—	366
Br. W. Africa	2	—	—	2
Mauritius	1	—	—	1
Br. Somaliland	—	4	—	4
Total	**17,242**	**21,591**	**347**	**39,180**
WORLD TOTAL	**216,973**	**210,113**	**7,573**	**434,659**

SOURCE: U. S. Department of Commerce.

Top 8 States Have Half of U. S. Passenger Cars

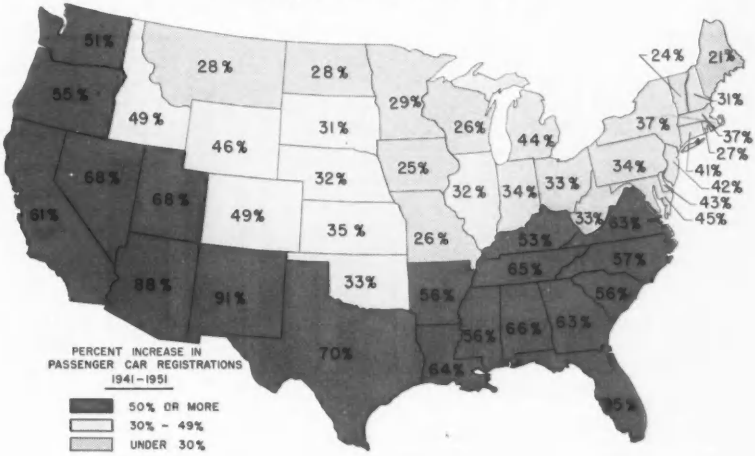
Standing of States in Passenger Car Registrations, 1951

Rank	1951 Passenger Car Registrations	1951 Percent Increase Over 1950	Change in Passenger Car Registrations 1941-1951 Number		Percent		Change in Civilian Population 1941-1951		Civilian Population Per Passenger Car, 1951	
1.	Calif.	4,221,828	6.7	Calif.	1,599,445	Fla.	95.1	Calif.	51.4	Nev.	2.6
2.	N. Y.	3,438,237	5.7	Texas	1,015,010	N. M.	91.6	Ariz.	45.7	Calif.	2.7
3.	Pa.	2,696,609	6.2	N. Y.	920,182	Ariz.	88.4	Nev.	44.7	Neb.	2.9
4.	Ohio	2,561,216	5.3	Mich.	683,480	Texas	70.2	Fla.	42.2	Wyo.	2.9
5.	Texas	2,460,013	6.1	Pa.	679,647	Nev.	68.1	Ore.	41.3	Kan.	2.9
6.	Ill.	2,406,080	5.2	Ohio	637,672	Utah	67.9	Wash.	39.1	Ore.	2.9
7.	Mich.	2,223,994	4.9	Ill.	580,428	Ala.	65.6	N. M.	33.5	Iowa	3.0
8.	N. J.	1,455,271	7.6	Fla.	438,105	Tenn.	65.4	Utah	27.8	Mich.	3.0
9.	Ind.	1,247,889	4.8	N. J.	430,926	La.	63.9	Md.	24.8	Colo.	3.0
10.	Mass.	1,164,886	5.6	N. C.	324,929	Ga.	63.3	Mich.	22.7	Idaho	3.0
11.	Mo.	1,037,497	4.6	Ind.	317,194	Va.	63.2	Texas	21.2	S. D.	3.0
12.	Minn.	1,003,121	4.0	Mass.	314,203	Calif.	61.0	Del.	20.7	Minn.	3.0
13.	Wis.	1,002,191	4.0	Va.	306,949	N. C.	57.3	Va.	20.7	Conn.	3.1
14.	Fla.	898,690	12.1	Ga.	292,225	Miss.	56.1	Colo.	19.9	Wash.	3.2
15.	Iowa	898,131	2.0	Tenn.	279,522	S. C.	56.0	Conn.	18.6	Mont.	3.2
16.	N. C.	892,337	7.1	Wash.	266,063	Ark.	55.9	N. J.	17.8	Ohio	3.2
17.	Va.	792,784	7.4	Minn.	229,227	Ore.	54.7	Ohio	17.6	N. D.	3.2
18.	Wash.	788,926	5.0	La.	222,023	Ky.	53.0	Idaho	17.2	Texas	3.2
19.	Ga.	754,040	8.7	Ky.	220,584	Wash.	50.9	Ind.	17.1	Ind.	3.2
20.	Tenn.	707,129	5.1	Ala.	217,627	Colo.	49.2	Wyo.	15.6	Fla.	3.3
21.	Kan.	678,130	4.5	Mo.	215,815	Idaho	49.2	N. C.	15.5	Utah	3.4
22.	Conn.	667,611	7.1	Wis.	206,601	Wyo.	45.6	R. I.	14.3	N. J.	3.4
23.	Okla.	641,761	3.7	Ore.	204,531	Md.	44.6	Tenn.	13.6	Wis.	3.5
24.	Ky.	636,778	5.3	Conn.	195,310	Mich.	44.4	N. Y.	13.0	Del.	3.5
25.	Md.	622,218	8.0	Md.	191,895	Del.	42.6	Ill.	12.4	Okla.	3.5
26.	Ore.*	610,317	0.2	S. C.	188,021	N. J.	42.1	La.	11.9	Vt.	3.6
27.	La.	569,667	3.5	Iowa	180,810	Conn.	41.4	Wis.	11.9	Ariz.	3.6
28.	Ala.	549,406	7.4	Kan.	174,819	Mass.	36.9	S. C.	11.8	R. I.	3.6
29.	S. C.	523,931	13.0	Okla.	159,761	N. Y.	36.5	Kan.	11.0	Ill.	3.7
30.	Neb.	468,651	5.8	Colo.	151,154	Kan.	34.7	Ga.	10.9	N. M.	3.8
31.	Colo.	458,124	6.0	Miss.	124,617	Ind.	34.1	Minn.	10.8	N. H.	3.8
32.	W. Va.	372,793	2.6	Ark.	119,156	Pa.	33.7	Mont.	10.5	Mo.	3.9
33.	Miss.	346,601	5.2	Neb.	113,615	Ohio	33.2	Okla.	10.0	Md.	3.9
34.	Ark.	332,222	3.9	Ariz.	104,841	Okla.	33.1	Ala.	9.7	Pa.	4.0
35.	R. I.	227,080	4.5	W. Va.	91,846	W.Va.	32.7	N. H.	9.7	Mass.	4.1
36.	Ariz.	223,458	8.1	N. M.	89,735	Neb.	32.0	Mass.	9.5	S. C.	4.2
37.	S. D.	220,135	1.8	Utah	85,708	Ill.	31.8	D. of C.	9.4	Maine	4.3
38.	Maine	214,323	2.1	Idaho	66,431	S. D.	30.9	Vt.	8.9	Va.	4.3
39.	Utah	211,998	7.1	S. D.	51,969	N. H.	30.6	Maine	8.7	N. Y.	4.4
40.	Idaho	201,458	2.6	R. I.	48,721	Minn.	29.6	Ky.	8.5	N. C.	4.7
41.	N. D.	195,087	1.7	N. D.	42,691	N. D.	28.0	Pa.	8.0	Ga.	4.7
42.	Mont.	189,571	4.4	Mont.	41,345	Mont.	27.9	Iowa	7.9	Ky.	4.7
43.	N. M.	187,658	8.3	Maine	37,451	R. I.	27.3	S. D.	7.9	Tenn.	4.8
44.	D. of C.	168,198	−2.3	N. H.	33,632	Mo.	26.3	W.Va.	7.6	La.	4.8
45.	N. H.	143,681	4.5	Wyo.	32,675	Wis.	26.0	Neb.	5.9	D. of C.	4.9
46.	Vt.*	108,000	3.4	Del.	27,857	Iowa	25.2	Mo.	5.6	W. Va.	5.5
47.	Wyo.	104,273	1.0	Nev.	26,453	Vt.	23.8	N. D.	1.4	Ala.	5.7
48.	Del.	93,293	7.7	Vt.	20,771	Maine	21.2	Ark.	1.3	Ark.	5.8
49.	Nev.	65,299	10.4	D. of C.	8,286	D. of C.	5.2	Miss.	−1.6	Miss.	7.4
TOTAL		**42,682,591**	**5.8**		**13,011,958**		**43.9**		**16.4**		**3.6**

*In Oregon trucks with gross weights under 4,500 pounds are included with passenger cars. In Vermont trucks under 1,500 lbs. capacity are included with passenger cars. A.M.A. estimates that 60,000 Oregon trucks and 13,000 Vermont trucks are in the passenger car counts.

SOURCE: Compiled by A.M.A. from U.S. Bureau of Public Roads and U.S. Bureau of Census data.

Southern and Western States Show Greatest Growth in Passenger Cars Since 1941



Taxicabs Carried 1,578,000,000 Passengers in 1951

Year	No. of Taxicabs	Passengers Carried	Gross Revenue	Miles Traveled
1941	55,400	966,721,147	$247,117,161	2,191,790,200
1942	50,800	1,288,360,674	367,850,585	2,567,330,400
1943	48,464	1,446,138,290	558,108,215	2,642,741,920
1944	47,301	1,616,029,819	585,970,948	3,193,709,832
1945	48,389	1,649,716,781	588,462,575	3,359,086,777
1946	62,905	1,886,925,445	773,929,375	4,293,756,876
1947	73,473	1,807,768,679	856,783,435	4,901,067,251
1948	82,000	1,966,816,530	866,720,868	5,217,616,729
1949	79,741	1,749,499,996	817,316,960	4,927,516,100
1950	79,001	1,667,844,620	847,962,960	5,006,827,800
1951	78,764	1,577,781,044	881,841,464	4,876,650,266

Note: These figures include only taxicabs in regularly organized operation. They do not include cabs operated individually without any control or management, nor do they include so-called "livery" cars.

SOURCE: Cab Research Bureau, Inc., affiliated with National Association of Taxicab Owners.

12% of Car Owners Have More Than One Car

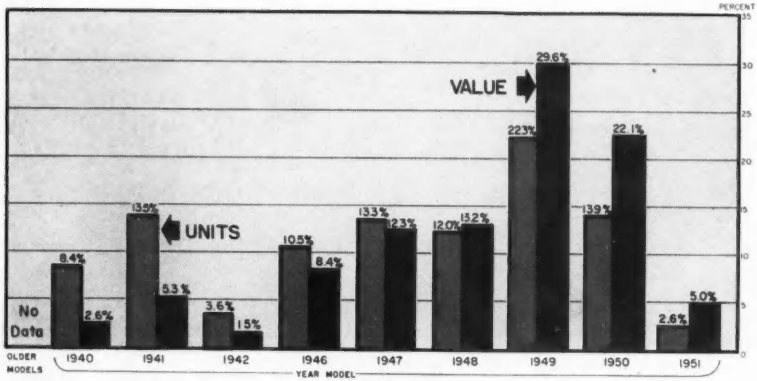
Date of Survey	Percent of Car Owning Families With Two or More Cars		
	Rural	Urban	Total
1946, April	N.A.	3%	N.A.
1947, April	N.A.	4%	N.A.
1948, June and July	4.3%	5.2%	4.8%
1949, August and September	6.4%	6.1%	6.2%
1950, June and July	N.A.	N.A.	11.1%
1951, May and June	N.A.	N.A.	12.0%

N.A.—Not Available.

SOURCE: Surveys by the Crowell-Collier Publishing Company.

Two Year Old Used Cars Sold in Greatest Volume

Chart Shows Sales of Used Cars by Year Model During 1951 Expressed as Percent of Year's Total.



SOURCE: National Automobile Dealers Association.

47% of New Cars Sold on Installments in 1951

Method of Financing	Percent of All Buyers					
	1946	1947	1948	1949	1950	1951
New Passenger Cars:						
Full Cash (Including Trade-In Allowance)	*	71%	66%	56%	54%	52%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	*	29%	33%	43%	46%	47%
Method Not Ascertained	*	②	1%	1%	③	1%
Total	*	100%	100%	100%	100%	100%
Used Passenger Cars:						
Full Cash (Including Trade-In Allowance)	*	63%	55%	47%	41%	39%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	*	37%	42%	52%	57%	60%
Method Not Ascertained	*	—	3%	1%	2%	1%
Total	*	100%	100%	100%	100%	100%
All Passenger Cars:						
Full Cash (Including Trade-In Allowance)	77%	65%	59%	50%	47%	44%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance)	21%	35%	39%	49%	53%	55%
Method Not Ascertained	2%	②	2%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%

*Breakdown between new and used cars not available for 1946.

①In the surveys for 1949 and later years a question was asked specifically in regard to other borrowing. This question was not asked in previous surveys.

②Less than one-half of one percent.

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

11,600,000 New and Used Car Purchasers in 1951

	1946	1947	1948	1949	1950	1951
New	1,500,000	2,800,000	3,200,000	4,500,000	5,200,000	4,400,000
Used	3,500,000	4,500,000	5,600,000	6,900,000	7,500,000	7,200,000
Ratio: Used to New	2.33	1.61	1.81	1.53	1.44	1.64

Data for all years represent the number of spending units that bought cars during the year and still own them at the end of the year.

NOTE:—Sales to business and government organizations are not included.

SOURCE: Survey of Consumer Finances conducted for the Federal Reserve Board by the Survey Research Center of the University of Michigan.

New Motor Vehicle Registrations, 1941-1951

Passenger Cars

	1941	1946	1947	1948	1949	1950	1951
Jan.	297,558		209,063	274,978	273,161	381,562	472,766
Feb.	299,701		214,333	249,781	258,218	408,990	430,797
Mar.	419,396		264,714	311,650	360,584	495,885	512,599
Apr.	488,460	493,299	290,226	330,555	390,932	471,215	467,313
May	514,478		286,719	255,638	446,251	488,363	470,446
June	443,470		269,863	246,926	432,470	583,922	454,665
July	391,795	172,961	263,167	291,206	448,477	609,926	406,333
Aug.	246,595	199,316	264,866	317,788	478,556	683,995	424,422
Sept.	125,293	219,281	251,655	296,339	459,647	625,755	406,217
Oct.	165,485	225,180	281,428	291,442	465,765	580,373	373,162
Nov.	164,747	230,424	258,934	313,230	409,702	444,193	332,099
Dec.	174,188	274,735	312,263	311,419	414,579	552,259	310,084
Total	**3,731,166**	**1,815,196**	**3,167,231**	**3,490,952**	**4,838,342**	**6,326,438**	**5,060,903**

Commercial Cars and Trucks

	1941	1946	1947	1948	1949	1950	1951
Jan.	50,830		62,477	69,486	66,423	67,925	88,058
Feb.	50,124	87,375	63,752	74,326	67,537	71,698	78,581
Mar.	62,413		79,344	94,806	87,165	96,266	86,287
Apr.	64,236	40,920	85,148	108,168	78,857	92,241	84,961
May	64,177	56,285	76,901	100,614	86,375	90,786	90,627
June	62,265	46,488	65,458	87,117	79,069	91,512	87,461
July	67,412	53,657	71,647	94,036	76,866	117,040	84,021
Aug.	56,191	62,820	75,912	91,923	85,539	126,533	87,646
Sept.	43,892	69,565	69,899	85,108	89,228	113,784	84,814
Oct.	41,352	74,708	87,167	84,284	86,398	101,169	92,281
Nov.	36,799	63,978	73,737	75,024	79,699	84,167	76,517
Dec.	41,006	69,453	67,690	70,282	78,805	89,186	62,596
Total	**640,697**	**625,249**	**879,132**	**1,035,174**	**961,961**	**1,142,307**	**1,003,880**

Total Cars and Trucks

	1941	1946	1947	1948	1949	1950	1951
Jan.	348,388		271,540	344,464	339,584	449,487	560,824
Feb.	349,825		278,085	324,107	325,755	480,688	509,378
Mar.	481,809		344,058	406,456	447,749	592,151	598,886
Apr.	552,696	724,367	375,374	438,723	469,789	563,456	552,274
May	578,655		363,620	356,252	532,626	579,149	561,073
June	505,735		335,321	334,043	511,539	675,434	542,126
July	459,207	226,618	334,814	385,242	525,343	726,966	490,354
Aug.	302,786	262,136	340,778	409,711	564,095	810,528	512,068
Sept.	169,185	288,846	321,554	381,447	548,875	739,539	491,031
Oct.	206,837	299,888	368,595	375,726	552,163	681,542	465,443
Nov.	201,546	294,402	332,671	388,254	489,401	528,360	408,616
Dec.	215,194	344,188	379,953	381,701	493,384	641,445	372,680
Total	**4,371,863**	**2,440,445**	**4,046,363**	**4,526,126**	**5,800,303**	**7,468,745**	**6,064,753**

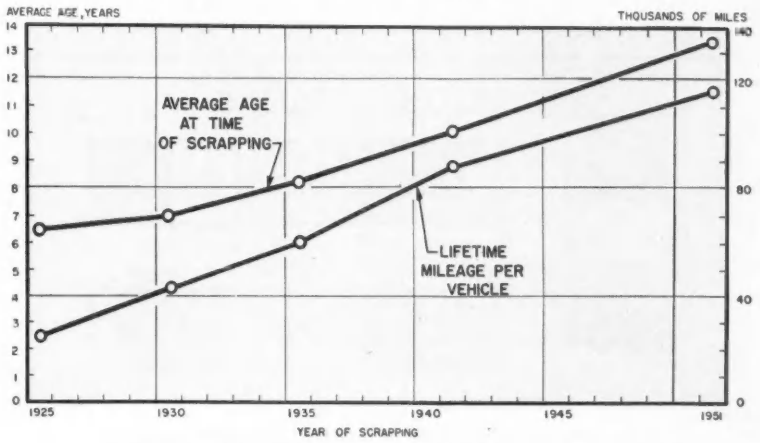
SOURCE: R. L. Polk and Company

New Motor Vehicle Registrations

	Passenger Cars		Motor Trucks		Total	
	1950	1951	1950	1951	1950	1951
Ala.	79,156	64,420	25,187	23,294	104,343	87,714
Ariz.	26,570	22,040	6,980	7,079	33,550	29,119
Ark.	47,003	37,534	24,086	20,617	71,089	58,151
Calif.	519,999	392,682	66,685	63,284	586,684	455,966
Colo.	58,953	43,172	15,101	12,669	74,054	55,841
Conn.	86,097	73,246	9,199	8,229	95,296	81,475
Del.	17,421	15,277	3,076	2,748	20,497	18,025
Fla.	116,904	94,103	24,686	22,499	141,590	116,602
Ga.	113,923	93,854	33,464	29,549	147,387	123,403
Idaho	27,355	23,151	8,387	8,036	35,742	31,187
Ill.	417,871	350,846	50,681	45,205	468,552	396,051
Ind.	200,112	159,446	32,453	29,736	232,565	189,182
Iowa	128,114	95,638	27,722	22,231	155,836	117,869
Kan.	91,572	76,047	21,599	19,522	113,171	95,569
Ky.	78,897	62,832	24,307	18,897	103,204	81,729
La.	81,231	59,212	20,573	19,467	101,804	78,679
Maine	29,175	22,467	7,030	5,624	36,205	28,091
Md.	93,227	78,073	12,547	11,187	105,774	89,260
Mass.	166,815	137,643	18,279	14,697	185,094	152,340
Mich.	430,321	343,779	47,241	40,938	477,562	384,717
Minn.	153,203	112,416	26,554	20,044	179,757	132,460
Miss.	50,797	42,386	21,424	20,524	72,221	62,910
Mo.	174,394	140,397	38,586	33,461	212,980	173,858
Mont.	31,249	24,735	10,102	8,866	41,351	33,601
Neb.	67,964	55,510	18,130	16,922	86,094	72,432
Nev.	7,672	6,173	1,781	1,874	9,453	8,047
N. H.	19,154	16,226	3,714	3,249	22,868	19,475
N. J.	210,785	179,333	27,549	24,870	238,334	204,203
N. M.	23,289	18,512	8,797	6,501	32,086	25,013
N. Y.	542,195	420,720	57,800	49,840	599,995	470,560
N. C.	119,477	98,339	31,904	29,093	151,381	127,432
N. D.	27,549	23,213	7,632	7,252	35,181	30,465
Ohio	388,389	315,606	52,741	45,467	441,130	361,073
Okla.	90,591	69,112	27,332	22,270	117,923	91,382
Ore.	72,261	58,446	15,223	14,636	87,484	73,082
Pa.	435,035	367,310	61,473	53,383	496,508	420,693
R. I.	32,884	24,516	3,825	2,926	36,709	27,442
S. C.	58,073	49,138	13,922	14,794	71,995	63,932
S. D.	28,158	22,403	7,522	6,980	35,680	29,383
Tenn.	105,144	70,924	33,279	21,854	138,423	92,778
Texas	366,050	288,935	99,053	88,701	465,103	377,636
Utah	27,670	21,923	6,263	5,743	33,933	27,666
Vt.	13,554	11,457	3,001	2,693	16,555	14,150
Va.	130,886	104,683	24,541	22,082	155,427	126,765
Wash.	91,061	70,792	15,201	14,141	106,262	84,933
W. Va.	45,807	41,345	11,558	11,052	57,365	52,397
Wis.	151,161	121,821	25,076	21,185	176,237	143,006
Wyo.	17,804	12,837	5,932	5,069	23,736	17,906
D. of C.	33,466	26,233	3,109	2,870	36,575	29,103
Total	**6,326,438**	**5,060,903**	**1,142,307**	**1,003,850**	**7,468,745**	**6,064,753**

SOURCE: R. L. Polk and Company.

Average Life of Vehicles Scrapped Has Doubled



Average Life of Motor Vehicles Scrapped and Life-Time Mileage

Year of scrapping	1925	1930	1935	1941	1950
Average life of vehicles scrapped in year indicated	6.5	7.0	8.3	10.2	13.5
Accumulated mileage during lifetime	25,750	41,500	58,000	85,500	116,500

NOTE: These estimates cover all motor vehicles and are based on scrappage estimates rather than on actual records of vehicles scrapped. They should be used as indicative of general trends only rather than precise measures of average life and lifetime mileage.

SOURCE: Automobile Manufacturers Association.

Estimated Motor Vehicles Scrapped Annually

	Passenger Cars	Trucks & Buses	Total		Passenger Cars	Trucks & Buses	Total
1929....	2,619,000	283,000	2,902,000	1940....	1,528,000	513,000	2,041,000
1930....	2,481,000	337,000	2,818,000	1941....	1,854,000	375,000	2,229,000
1931....	2,558,000	407,000	2,965,000	1942*...	459,000	65,000	524,000
1932....	1,709,000	240,000	1,949,000	1943*...	459,000	65,000	524,000
1933....	1,098,000	231,000	1,329,000	1944*...	459,000	65,000	524,000
1934....	2,016,000	314,000	2,330,000	1945*...	459,000	65,000	524,000
1935....	1,841,000	317,000	2,158,000	1946....	665,000	231,000	896,000
1936....	2,355,000	414,000	2,769,000	1947....	1,136,000	436,000	1,572,000
1937....	2,032,000	362,000	2,394,000	1948....	1,916,000	528,000	2,444,000
1938....	1,728,000	338,000	2,066,000	1949....	2,631,000	576,000	3,207,000
1939....	2,372,000	387,000	2,759,000	1950....	2,816,000	753,000	3,569,000

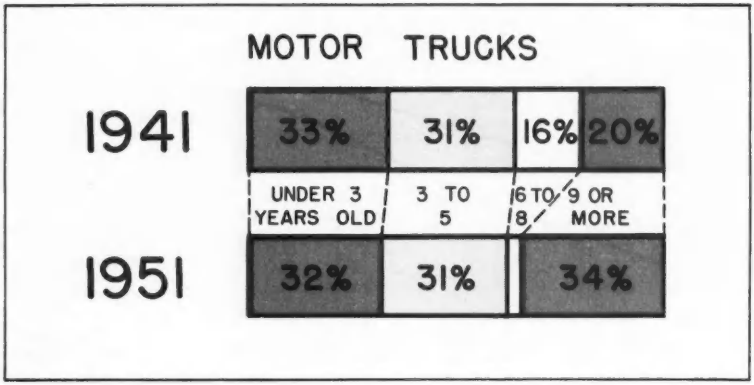
***Data shown for 1942 through 1945 represents the annual average scrappage over the four war years. The actual computations for the individual years give unrealistic scrappage estimates because of cars being placed in storage during the war and put into service at the end of the war, with the result that apparent scrappage in 1942 was too high, and in 1944 and 1945 the number of vehicles registered increased in number greater than the number of new vehicles sold.**

Formula—Scrappage was estimated by subtracting factory sales to U. S. domestic market in a given year (1947, for example) from total registrations, passenger cars and motor trucks, respectively, at the end of that year. The remainder, representing used vehicles carried over from the preceding year (1946) and registered in the given year (1947), was subtracted from the total registrations at the end of the preceding year (1946). This difference represents the number of vehicles which either were scrapped in 1946 or were not re-registered in 1947. 1946 and 1947 domestic market data was adjusted for surplus military vehicles sold for civilian use.

SOURCE: Estimated by Automobile Manufacturers Association from registration data of U. S. Bureau of Public Roads; U. S. Department of Commerce and Automobile Manufacturers Association domestic market factory sales data.

DETROIT PUBLIC

2.7 Million Trucks Are Pre-War Models



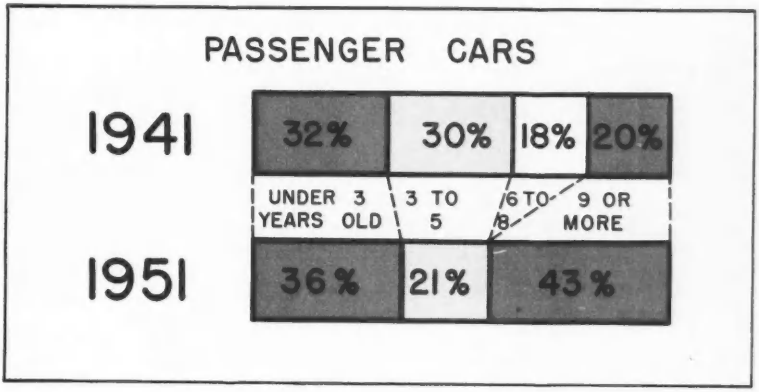
Number and Percent of Motor Trucks In Use By Age Groups As Of July 1

Age in Years ①	1941 Number (000)	1941 Percent Simple	1941 Percent Cum.	1950 Number (000)	1950 Percent Simple	1950 Percent Cum.	1951 Number (000)	1951 Percent Simple	1951 Percent Cum.
Under 1	467	10.4	100.0	540	7.2	100.0	511	6.4	100.0
1–2	552	12.3	89.6	943	12.5	92.8	1,092	13.6	93.6
2–3	438	9.8	77.3	983	13.1	80.3	945	11.8	80.0
3–4	334	7.5	67.5	811	10.8	67.2	971	12.1	68.2
4–5	553	12.3	60.0	743	9.9	56.4	787	9.8	56.1
5–6	515	11.5	47.7	166	2.2	46.5	717	9.0	46.2
6–7	332	7.4	36.2	74	1.0	44.3	158	2.0	37.3
7–8	249	5.6	28.8	24	.3	43.3	70	.9	35.3
8–9	124	2.8	23.2	264	3.5	43.0	24	.3	34.4
9–10	90	2.0	20.4	586	7.8	39.5	243	3.0	34.1
10–11	163	3.6	18.4	429	5.7	31.7	534	6.7	31.1
11–12	164	3.7	14.8	326	4.3	26.0	382	4.8	24.4
12–13	202	4.5	11.1	231	3.1	21.6	286	3.6	19.7
13–14	103	2.3	6.6	364	4.8	18.5	200	2.5	16.1
14 and Older	192	4.3	4.3	1,030	13.7	13.7	1,088	13.6	13.6
Sub-total	4,479	100.0	—	7,515	100.0	—	8,008	100.0	—
Year not given	73	—	—	52	—	—	57	—	—
TOTALS	4,552	—	—	7,567	—	—	8,065	—	—
Average Age	**5.6 Years**			**7.0 Years**			**6.6 Years**		

①—Each class interval includes the lower, but not the higher, age given.

SOURCE: R. L. Polk and Company.

16.5 Million Passenger Cars Are Pre-War Models



Number and Percent of Passenger Cars In Use By Age Groups As Of July 1

Age in Years ①	1941 Number (000)	1941 Percent Simple	1941 Percent Cum.	1950 Number (000)	1950 Percent Simple	1950 Percent Cum.	1951 Number (000)	1951 Percent Simple	1951 Percent Cum.
Under 1	3,240	11.8	100.0	2,989	8.3	100.0	2,858	7.4	100.0
1–2	3,112	11.3	88.2	4,935	13.8	91.7	6,114	15.9	92.6
2–3	2,402	8.7	76.8	3,033	8.5	77.9	4,988	13.0	76.6
3–4	1,733	6.3	68.1	3,052	8.5	69.4	2,964	7.7	63.6
4–5	3,481	12.7	61.8	2,032	5.7	60.9	2,987	7.8	55.9
5–6	3,175	11.6	49.2	0	0	55.2	1,975	5.1	48.2
6–7	2,139	7.8	37.7	0	0	55.2	0	0	43.0
7–8	1,591	5.8	29.8	0	0	55.2	0	0	43.0
8–9	1,120	4.1	24.1	999	2.8	55.2	0	0	43.0
9–10	735	2.7	20.0	3,955	11.0	52.4	966	2.5	43.0
10–11	1,211	4.4	17.3	3,035	8.5	41.4	3,761	9.8	40.5
11–12	1,205	4.4	12.9	2,244	6.3	32.9	2,794	7.3	30.7
12–13	1,278	4.6	8.5	1,490	4.2	26.7	1,996	5.2	23.4
13–14	561	2.0	3.9	2,709	7.6	22.5	1,244	3.2	18.2
14–15	502*	1.8*	1.8*	2,074	5.8	14.9	2,126	5.5	15.0
15–16	—	—	—	1,053	2.9	9.1	1,493	3.9	9.5
16–17	—	—	—	567	1.6	6.2	688	1.8	5.6
17 and Older	—	—	—	1,657	4.6	4.6	1,451	3.8	3.8
Sub-total	27,485	100.0	—	35,822	100.0	—	38,406	100.0	—
Year not given	215	—	—	100	—	—	110	—	—
TOTALS	27,700	—	—	35,922	—	—	38,516	—	—
Average Age	5.5 Years			7.8 Years			7.1 Years		

①—Each class interval includes the lower, but not the higher, age given.
*—Includes cars in older age groups.

SOURCE: R. L. Polk and Company.

Motor Vehicle Registrations in United States

Privately Owned Vehicles

Year Dec. 31	Passenger Cars	Trucks			
		Buses ①	Number	% of Total	Total
1895	4	—	—	—	4
1896	16	—	—	—	16
1897	90	—	—	—	90
1898	800	—	—	—	800
1899	3,200	—	—	—	3,200
1900	8,000	—	—	—	8,000
1901	14,800	—	—	—	14,800
1902	23,000	—	—	—	23,000
1903	32,920	—	—	—	32,920
1904	54,590	—	700	1.3	55,290
1905	77,400	—	1,400	1.8	78,800
1906	105,900	—	2,200	2.0	108,100
1907	140,300	—	2,900	2.0	143,200
1908	194,400	—	4,000	2.0	198,400
1909	305,950	—	6,050	1.9	312,000
1910	458,377	—	10,123	2.2	468,500
1911	618,727	—	20,773	3.2	639,500
1912	901,596	—	42,404	4.5	944,000
1913	1,190,393	—	67,667	5.4	1,258,060
1914	1,664,003	—	99,015	5.6	1,763,018
1915	2,332,426	—	158,506	6.4	2,490,932
1916	3,367,889	—	250,048	6.9	3,617,937
1917	4,727,468	—	391,057	7.6	5,118,525
1918	5,554,952	—	605,496	9.8	6,160,448
1919	6,679,133	—	897,755	11.8	7,576,888
1920	8,131,522	—	1,107,639	12.0	9,239,161
1921	9,212,158	—	1,281,508	12.2	10,493,666
1922	10,704,076	—	1,569,523	12.8	12,273,599
1923	13,253,019	—	1,849,086	12.2	15,102,105
1924	15,436,102	—	2,176,838	12.4	17,612,940
1925	17,439,701	17,808	2,483,215	12.5	19,940,724
1926	19,220,885	24,320	2,807,354	12.7	22,052,559
1927	20,142,120	27,659	2,969,780	12.8	23,139,559
1928	21,308,159	31,982	3,171,542	12.9	24,511,683
1929	23,060,421	33,999	3,408,088	12.9	26,502,508
1930	22,972,745	40,507	3,518,747	13.3	26,531,999
1931	22,330,402	41,880	3,489,756	13.5	25,862,038
1932	20,832,357	43,476	3,256,776	13.5	24,132,609
1933	20,586,284	44,918	3,245,505	13.6	23,876,707
1934	21,472,078	51,530	3,430,396	13.7	24,954,004
1935	22,494,884	58,994	3,675,865	14.0	26,229,743
1936	24,108,236	62,618	4,001,464	14.2	28,172,318
1937	25,390,773	66,166	4,249,219	14.3	29,706,158
1938	25,167,030	65,198	4,210,477	14.3	29,442,705
1939	26,139,526	68,859	4,406,702	14.4	30,615,087
1940	27,372,397	72,641	4,590,386	14.3	32,035,424
1941	29,524,101	88,800	4,859,244	14.1	34,472,145
1942	27,868,746	102,093	4,608,086	14.1	32,578,925
1943	25,912,730	106,702	4,480,176	14.7	30,499,608
1944	25,466,331	106,518	4,513,340	15.0	30,086,189
1945	25,691,434	112,253	4,834,742	15.8	30,638,429
1946	28,100,188	119,937	5,725,692	16.9	33,945,817
1947	30,718,852	128,983	6,512,628	17.4	37,360,463
1948	33,213,905	132,603	7,209,961	17.8	40,556,469
1949	36,312,380	135,002	7,692,569	17.4	44.139,951
1950	40,185,146	143,206	8,272,153 ②	17.0	48,600,505
1951	42,525,217	143,290	8,657,931 ②	16.9	51,326,438

Privately and Publicly* Owned Vehicles

1942	27,976,259	139,274	4,887,067	14.8	33,002,600
1943	26,009,073	152,324	4,726,737	15.3	30,888,134
1944	25,566,464	152,592	4,760,250	15.6	30,479,306
1945	25,793,493	162,125	5,079,802	16.4	31,035,420
1946	28,213,336	173,585	5,986,081	17.4	34,373,002
1947	30,845,350	187,457	6,808,691	18.0	37.841,498
1948	33,350,894	196,726	7,537,911	18.4	41,085,531
1949	36,453,351	208,929	8,028,016	18.0	44,690,296
1950	40,333,591	223,652	8,637,969 ②	17.6	49,195,212
1951	42,682,591	230,461	9,035,754 ②	17.4	51,948,806
1952 preliminary	43,894,000	—	9,469,000 ②	—	53,363,000

*Excludes Military Vehicles. ①—Incomplete. Many states did not segregate buses from passenger cars or trucks in earlier years. Includes municipally-owned buses engaged in public transit. ②Includes farm trucks registered at a nominal fee in 5 states and restricted to use in vicinity of owners' farm. There were 34,831 such trucks in the 1951 count. ② Includes Busses.

SOURCE: U. S. Bureau of Public Roads 1900 to date. Prior to 1900 estimated by Automobile Manufacturers Association.

1951 Car, Truck and Bus Registration by States

State	PRIVATELY OWNED				PRIVATELY AND PUBLICLY-OWNED①			
	Passenger Cars	Buses ⑦	Motor Trucks ②	Total	Passenger Cars	Buses	Motor Trucks ②	Total
Ala.	547,574	2,631	168,412	718,617	549,406	5,918	174,780	730,104
Ariz.	221,450	828	64,584	286,862	223,458	1,432	68,943	293,833
Ark.	331,357	985	160,470	492,812	332,222	3,534	163,886	499,642
Calif.	4,202,630	7,631	655,902	4,866,163	4,221,828	11,872	692,843	4,926,543
Colo.	456,125	1,743	131,657	589,525	458,124	2,588	138,901	599,613
Conn.	664,439	3,079	95,173	762,691	667,611	3,211	99,278	770,100
Del.	92,558	441	22,149	115,148	93,293	475	22,982	116,750
Fla.	895,455	2,385	183,221	1,081,061	898,690	5,198	192,177	1,096,065
Ga.	752,616	3,606	202,830	959,052	754,040	5,643	209,484	969,167
Idaho	200,635	162	75,339	276,136	201,458	699	79,215	281,372
Ill.	2,400,584	6,789	361,696	2,769,069	2,406,080	9,641	373,825	2,789,546
Ind.	1,244,495	7,634	249,600	1,501,729	1,247,889	8,666	256,470	1,513,025
Iowa	895,948	1,000	190,931	1,087,879	898,131	3,825	198,235	1,100,191
Kan.	675,717	938	206,823	883,478	678,130	1,870	213,932	893,932
Ky.	635,024	2,961	171,445	809,430	636,778	4,358	179,203	820,339
La.	567,202	3,910	157,220③	728,332	569,667	4,368	161,962③	735,997
Maine	213,390	1,116	61,506	276,012	214,323	1,446	64,372	280,141
Md.	619,409	4,411	106,873	730,693	622,218	4,666	109,943	736,827
Mass.	1,159,413	6,193	164,455	1,330,061	1,164,886	6,253	175,381	1,346,520
Mich.	2,218,227	5,877	306,213	2,530,317	2,223,994	9,388	321,875	2,555,257
Minn.	1,001,112	3,426	202,143	1,206,681	1,003,121	5,433	208,896	1,217,450
Miss.	345,960	2,496	154,323	502,779	346,601	4,698	158,987	510,286
Mo.	1,035,451	4,550	270,150	1,310,151	1,037,497	5,857	276,759	1,320,113
Mont.	188,126	608	82,466	271,200	189,571	873	86,587	277,031
Neb.	467,321	817	133,991	602,129	468,651	1,141	138,692	608,484
Nev.	64,642	219	18,753	83,614	65,299	347	20,416	86,062
N. H.	142,734	559	36,798	180,091	143,681	590	39,716	183,987
N. J.	1,450,086	7,099	222,805	1,679,990	1,455,271	7,419	232,246	1,694,936
N. M.	186,310	1,634	65,889	253,833	187,658	1,797	69,383	258,838
N. Y.	3,425,200	11,386	465,160	3,901,746	3,438,237	17,530	489,443	3,945,210
N. C.	889,374	2,914	218,209	1,110,497	892,337	9,809	227,308	1,129,454
N. D.	194,465	156	86,480	281,101	195,087	297	88,425	283,809
Ohio	2,555,025	5,010	352,441	2,912,476	2,561,216	12,511	366,661	2,940,388
Okla.	639,485	1,681	211,365	852,531	641,761	5,787	217,982	865,530
Oregon④	605,151	1,944	72,321	679,416	610,317	3,366	77,714	691,397
Pa.	2,686,430	11,060	458,947	3,156,437	2,696,609	11,838	480,751	3,189,198
R. I.	226,092	762	33,587	260,441	227,080	845	34,973	262,898
S. C.	522,629	1,745	113,255	637,629	523,931	4,476	119,890	648,297
S. D.	219,354	319	75,090	294,763	220,135	626	77,651	298,412
Tenn.	702,426	2,385	182,753	887,564	707,129	4,306	193,863	905,298
Texas	2,453,150	5,212	660,342	3,118,704	2,460,013	14,358	682,638	3,157,009
Utah	210,940	616	48,807	260,363	211,998	1,121	51,592	264,711
Vt.⑤	107,709	523	14,639	122,871	108,000	588	15,399	123,988
Va.	788,436	3,461	178,437	970,334	792,784	5,726	185,765	984,276
Wash.	783,362	1,161	163,664	948,187	788,926	3,566	177,291	969,783
W. Va.	370,817	1,386	110,160	482,363	372,793	2,942	114,476	490,211
Wis.	1,000,066	2,737	228,277	1,231,080	1,002,191	4,161	239,784	1,246,136
Wyo.	103,452	1,062	41,307	145,821	104,273	1,336	43,725	149,334
D. of C.	165,664	2,042	18,873	186,579	168,198⑥	2,065	21,053	191,316
Total	42,525,217	143,290	8,657,931	51,326,438	42,682,591	230,461	9,035,754	51,948,806

①—Includes Federal, State, County and municipal vehicles. Vehicles owned by the military services are not included.

②—Includes 34,841 farm trucks registered at a nominal fee and restricted to use in the vicinity of the owner's farm. These registrations in each state were as follows: Connecticut 5,859; New Hampshire 3,825; New Jersey 9,632; New York 13,651; Rhode Island 1,874.

③—Commercial full trailers are included with trucks.

④—Trucks with gross weights of 4,500 pounds or less (about 60,000 units—A.M.A. estimate) are included with passenger cars.

⑤—Trucks under 1,500 pounds capacity (About 13,000 units—A.M.A. estimate) are included with passenger cars.

⑥—Includes 1,423 automobiles of the diplomatic corps.

⑦—Includes municipally-owned buses engaged in public transit

SOURCE: U. S. Bureau of Public Roads (Table MV-1).

1951 Motor Vehicle Registra

One Passenger Car for Every 4

County, Principal City, State	REGISTRATIONS JULY 1, 1951 Passenger Cars*	Trucks*	County Population Jan. 1, 1952*	Number of Families** Jan. 1, 1952	Persons per Pass. Car	Families per Pass. Car
5 Boroughs, New York, N. Y.	1,140,759	128,599	8,017,200	2,435,900	7.0	2.1
Cook, Chicago, Illinois	1,080,793	113,353	4,601,800	1,388,500	4.3	1.3
Los Angeles ①, Los Angeles, Cal.	1,591,478	173,927	4,386,400	1,460,900	2.8	.9
Wayne, Detroit, Michigan	762,425	75,751	2,496,300	701,600	3.3	.9
Philadelphia, Phila., Pa.	354,648	56,396	2,109,700	606,300	5.9	1.7
Allegheny, Pittsburgh, Pa.	326,562	46,757	1,541,100	438,000	4.7	1.3
Cuyahoga, Cleveland, Ohio	414,488	41,347	1,420,500	421,100	3.4	1.0
St. Louis, St. Louis, Missouri	306,717	47,371	1,297,800	389,300	4.2	1.3
Baltimore, Baltimore, Md.	245,958	38,095	1,245,500	353,900	5.1	1.4
Middlesex ①, Lowell, Mass.	263,665	33,189	1,088,900	297,900	4.1	1.1
Erie, Buffalo, New York	249,251	29,288	922,500	262,100	3.7	1.1
Essex, Newark, New Jersey	235,625	35,447	920,100	265,200	3.9	1.1
Suffolk, Boston, Mass.	149,378	26,411	904,400	252,800	6.1	1.7
Milwaukee, Milwaukee, Wis.	233,831	25,784	887,500	259,400	3.8	1.1
Harris, Houston, Texas	199,493	45,769	849,400	256,300	4.3	1.3
Washington, D. C.	173,231	23,093	829,300	235,000	4.8	1.4
San Francisco, San Francisco, Cal.	219,045	38,536	786,800	269,100	3.6	1.2
Alameda ①, Oakland, Cal.	246,315	30,109	776,700	253,000	3.2	1.0
King, Seattle, Washington	211,828	32,886	768,400	251,000	3.6	1.2
Hamilton, Cincinnati, Ohio	180,322	24,540	742,800	232,300	4.1	1.3
Nassau, Hempstead, N. Y.	266,287	22,226	721,800	206,300	2.7	.8
Hennepin, Minneapolis, Minn.	221,784	26,691	692,400	210,200	3.1	.9
Hudson, Jersey City, N. J.	122,856	17,437	654,100	192,300	5.3	1.6
Dallas, Dallas, Texas	189,090	34,804	648,000	200,300	3.4	1.1
Westchester, Yonkers, N. Y.	192,706	18,314	639,500	182,700	3.3	.9
DeKalb-Fulton, Atlanta, Ga.	159,905	29,232	626,300	178,100	3.9	1.1
Clay-Jackson, Kansas City, Missouri	149,969	25,024	601,100	196,600	4.0	1.3
San Diego, San Diego, Cal.	181,786	22,970	590,500	187,000	3.2	1.0
Providence, Providence, R. I.	157,501	22,367	590,200	172,100	3.7	1.1
Orleans Parish, New Orleans, La.	104,129	18,829	583,500	172,100	5.6	1.7
Jefferson, Birmingham, Ala.	108,021	23,315	572,100	160,400	5.3	1.5
Marion, Indianapolis, Ind.	171,023	30,243	567,600	175,500	3.3	1.0
Bergen, Hackensack, N. J.	177,482	18,445	560,500	166,200	3.2	.9
New Haven ①, New Haven, Conn.	145,391	23,475	557,800	162,100	3.8	1.1
Worcester, Worcester, Mass.	135,018	21,533	557,100	157,000	4.1	1.2
Hartford, Hartford, Conn.	150,709	22,639	556,000	159,300	3.7	1.1
Dade, Miami City, Florida	177,606	27,424	544,100	172,200	3.1	1.0
Essex, Lynn, Massachusetts	127,317	17,197	533,100	157,600	4.2	1.2
Franklin, Columbus, Ohio	149,196	20,298	525,600	153,600	3.5	1.1
Bexar, San Antonio, Texas	129,094	22,490	522,900	139,000	4.1	1.1
Fairfield, Bridgeport, Conn.	163,761	21,173	521,800	150,800	3.2	.9
Shelby, Memphis, Tenn.	99,613	17,510	502,600	141,700	5.0	1.4
Monroe, Rochester, N. Y.	145,030	15,864	498,800	149,200	3.4	1.0
Jefferson, Louisville, Ky.	116,900	19,956	492,800	143,100	4.2	1.2
Multnomah, Portland, Ore.	158,246	25,559	489,600	165,300	3.1	1.0
Denver, Denver, Colorado	138,264	22,690	429,700	136,800	3.1	1.0
Trumbull-Mahoning, Youngstown, Ohio	120,495	14,857	427,300	119,200	3.5	1.0
Oakland, Pontiac, Michigan	145,810	13,966	424,900	118,100	2.9	.8
Summit, Akron, Ohio	125,590	16,257	423,400	124,900	3.4	1.0
Norfolk, Norfolk, Virginia	77,143	10,356	422,300	118,500	5.5	1.5
Montgomery, Dayton, Ohio	128,205	14,522	417,400	122,000	3.3	1.0
Union, Elizabeth, N. J.	123,880	13,641	411,500	117,600	3.3	.9
Norfolk, Quincy, Mass.	112,949	10,711	406,200	112,400	3.6	1.0
Lucas, Toledo, Ohio	125,290	13,502	405,000	121,500	3.2	1.0
Luzerne, Wilkes Barre, Pa.	83,115	13,902	392,400	108,300	4.7	1.3
Bristol, Fall River-New Bedford, Mass.	92,303	11,861	389,500	114,500	4.2	1.2
Tarrant, Ft. Worth, Texas	115,474	18,692	383,200	117,700	3.3	1.0
Lake, Gary, Indiana	89,880	13,467	380,700	107,400	4.2	1.2
Hampden, Springfield, Mass.	97,729	13,605	378,200	108,000	3.9	1.1
Montgomery, Norristown, Pa.	112,546	14,495	365,000	99,100	3.2	.9

tions In 115 Leading Counties

Persons, or Every 1.2 Families

County, Principal City, State	REGISTRATIONS JULY 1, 1951 Passenger Cars*	Trucks*	County Population Jan. 1, 1952*	Number of Families** Jan. 1, 1952	Persons per Pass. Car	Families per Pass. Car
Ramsey, St. Paul, Minn.	114,118	15,293	363,800	108,800	3.2	1.0
Maricopa, Phoenix, Arizona	99,774	24,157	358,500	105,300	3.6	1.1
Onondaga, Syracuse, N. Y.	95,659	12,910	352,400	101,300	3.7	1.1
Passaic, Paterson, N. J.	94,016	13,578	345,000	104,100	3.7	1.1
Oklahoma, Oklahoma City, Oklahoma	107,227	23,567	337,100	107,700	3.1	1.0
Davidson, Nashville, Tenn.	74,094	13,122	332,300	93,200	4.5	1.3
Westmoreland, N. Kensington, Pa.	72,881	12,233	319,000	88,300	4.4	1.2
Duval, Jacksonville, Florida	76,267	15,475	311,800	90,400	4.1	1.2
Camden, Camden, N. J.	73,088	10,416	309,400	88,500	4.2	1.2
Henrico, Richmond, Va.	69,606	12,748	298,900	84,200	4.3	1.2
Kent, Grand Rapids, Mich.	94,173	13,718	298,600	89,000	3.2	.9
Stark, Canton, Ohio	88,596	12,866	292,900	84,600	3.3	1.0
Pierce, Tacoma, Wash.	76,420	11,850	293,700	84,500	3.8	1.1
Suffolk, Lindenhurst, N. Y.	100,210	15,162	287,900	76,400	2.9	.8
Salt Lake, Salt Lake City, Utah	84,913	14,291	285,600	82,600	3.4	1.0
Douglas, Omaha, Nebraska	79,424	12,137	284,300	84,300	3.6	1.1
Genesee, Flint, Mich.	89,437	9,423	281,300	81,000	3.1	.9
Hillsborough, Tampa, Florida	70,844	16,663	262,600	79,200	3.7	1.1
Berks, Reading, Pa.	71,195	12,084	260,000	75,800	3.7	1.1
Tulsa, Tulsa, Oklahoma	85,026	18,529	259,000	82,300	3.0	1.0
Lackawanna, Scranton, Pa.	49,360	9,407	256,000	72,700	5.2	1.5
Mobile, Mobile, Alabama	43,307	10,509	245,700	67,600	5.7	1.6
Mercer, Trenton, N. J.	63,380	10,819	236,400	61,900	3.8	1.0
Sedgwick, Wichita, Kansas	80,158	14,566	234,900	74,900	2.9	.9
Polk, Des Moines, Iowa	66,660	11,180	231,500	73,000	3.5	1.1
Spokane, Spokane, Wash.	66,094	14,798	230,500	72,500	3.5	1.1
Knox, Knoxville, Tennessee	48,093	8,851	229,900	62,900	4.8	1.3
Oneida, Utica, New York	58,065	9,452	228,300	64,500	3.9	1.1
New Castle, Wilmington, Delaware	55,955	11,772	226,900	63,600	4.1	1.1
Erie, Erie, Pennsylvania	62,629	9,677	226,200	64,800	3.6	1.0
St. Joseph, South Bend, Ind.	61,247	9,610	213,100	62,100	3.5	1.0
Hamilton, Chattanooga, Tenn.	42,989	8,230	212,800	60,900	5.0	1.4
El Paso, El Paso, Texas	41,413	7,676	209,400	51,500	5.1	1.2
St. Louis, Duluth, Minn.	57,841	10,993	208,100	63,500	3.6	1.1
Mecklenburg, Charlotte, N.C.	50,198	12,243	205,200	55,500	4.1	1.1
Lehigh, Allentown, Pa.	48,942	8,675	201,800	57,600	4.1	1.2
Pulaski, Little Rock, Ark.	42,656	11,137	200,500	59,600	4.7	1.4
Allen, Fort Wayne, Ind.	55,713	8,431	188,900	57,300	3.4	1.0
Caddo Parish, Shreveport	47,765	9,973	179,800	52,200	3.8	1.1
Peoria, Peoria, Illinois	52,329	8,080	178,700	53,700	3.4	1.0
Nueces, Corpus Christi, Tex.	43,887	10,035	178,600	48,100	4.1	1.1
E. Baton Rouge, Baton Rouge, La.	41,924	8,288	171,100	47,600	4.1	1.1
Wyandotte, Kansas City, Kansas	47,653	7,336	168,700	51,100	3.5	1.1
Travis, Austin, Texas	43,070	8,363	168,600	45,200	3.9	1.0
Vanderburgh, Evansville, Indiana	40,252	7,456	164,100	49,900	4.1	1.2
Chatham, Savannah, Ga.	31,774	5,904	157,100	45,500	4.9	1.4
Montgomery, Montgomery, Alabama	26,349	7,737	141,900	39,500	5.4	1.5
Total 115 Counties	**17,324,147**	**2,411,512**	**68,872,600**	**20,472,000**	**4.0**	**1.2**
U. S. Total	**38,515,838**	**8,064,883**	**154,926,600**	**44,719,400**	**4.0**	**1.2**

①—Additional cities of 100,000 population or more are contained in the following counties: Los Angeles County, Calif.—Long Beach and Pasadena; Middlesex County, Mass.—Cambridge and Somerville; Alameda County, Calif.—Berkeley; New Haven County, Conn.—Waterbury.

NOTE: Counties included in the above tabulation are those which contain one or more cities of 100,000 or more population, plus those counties without any such cities but with a total county population of 300,000.

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74,122,000 Motor Vehicles

Passenger Car Registration Gained 51% Over 1940

	Passenger Cars ①	Trucks ①	Buses ①	Total Motor Vehicles ①	Population	Population Per Motor Vehicle
EUROPE						
Albania	600	1,400	②	2,000	1,175,000	588
Austria	58,801	54,893	3,658	117,352	7,090,000	60
Azores	800	300	③	1,100	537,000	490
Belgium	324,000	148,000	2,950	474,950	8,639,000	18
Bulgaria	4,500	9,000	1,000	14,500	7,160,000	494
Czechoslovakia	105,000	61,500	1,800	168,300	12,463,000	74
Denmark*	122,982	63,537	2,931	189,450	4,271,000	23
Faroe Islands	—	—	—	500	29,178	58
Finland*	42,806	37,199	3,937	83,942	4,064,000	48
France	1,670,500	941,200	24,000	2,635,700	41,550,000	16
Western Germany	748,080	451,075	17,391	1,216,546	47,607,000	39
Gibraltar	2,109	371	74	2,554	24,585	10
Greece	8,245	17,055	4,083	29,383	7,960,000	271
Holland	165,000	86,000	—	251,000	10,212,684	41
Hungary	5,500	9,000	1,500	16,000	9,205,000	575
Iceland*	4,327	6,022	285	10,634	140,000	13
Ireland*	106,365	28,291	1,229	135,885	2,958,878	22
Italy*	443,855	255,394	6,635	705,884	46,424,000	66
Luxembourg	11,000	4,700	170	15,870	295,000	19
Malta and Gozo	9,541	③	548	10,089	310,985	31
Monaco	—	—	—	1,500	21,000	14
Northern Ireland	54,583	21,339	1,355	77,277	1,369,579	18
Norway	65,800	50,500	4,400	120,700	3,281,000	27
Poland	28,000	41,000	③	69,000	24,976,926	362
Portugal*	72,500	31,484	2,500	106,484	8,618,000	81
Rumania	14,000	10,000	2,000	26,000	15,873,000	611
Spain	89,602	82,427	7,776	179,805	28,600,000	159
Sweden	310,000	91,000	8,000	409,000	6,986,181	17
Switzerland	170,000	42,950	2,150	215,100	4,700,000	22
United Kingdom	2,339,207	908,769	73,425	3,321,401	48,998,876	15
U.S.S.R.	180,000	1,600,000	20,000	1,800,000	193,000,000	107
Yugoslavia	7,179	15,698	926	23,794	16,250,000	682
Total 1951	7,164,882	5,070,095	194,723	12,431,700	564,790,872	45
ASIA						
Afghanistan	731	3,603	225	4,559	12,000,000	2,632
Arabia	5,800	5,900	225	11,925	10,000,000	838
Bahrien Islands	250	250	30	530	120,000	226
British No. Borneo	—	—	—	800	345,000	431
British Malaya	35,818	13,807	1,500	51,125	4,908,000	96
Burma	—	—	—	30,000	17,000,000	567
Ceylon*	39,179	12,612	3,333	55,124	7,193,000	130
China	3,000	46,000	4,000	53,000	463,493,418	8,745
Cyprus	4,580	3,255	③	7,835	480,000	61
Formosa (Taiwan)	2,248	3,689	1,322	7,259	7,617,753	1,049
French Indo-China	24,000	10,500 ④	③	34,500	27,030,000	783
Hong Kong	10,600	3,000	400	14,000	1,857,000	133
India	170,000	108,155	26,500	304,655	361,820,000	1,188
Indonesia	36,245	24,437	8,400	69,082	78,000,000	1,129
Iran	14,000	16,500	2,500	33,000	18,000,000	545
Iraq*	11,750	6,200	—	17,950	4,799,500	267
Israel*	12,191	13,923	1,512	28,062 ⑤	1,400,000	50
Japan*	57,533	318,522	21,220	412,111 ⑤	83,525,000	203
Jordan*	2,488	1,990	394	4,872	1,500,000	308
Korea	4,000	9,700	1,000	14,700	29,291,000	1,993
Lebanon	12,382	3,203	725	16,310	1,238,000	76
Macao	259	48	②	307	374,737	1,221
Pakistan	24,740	7,946	5,969	38,655	75,687,000	1,958
Philippine Rep.	42,403	45,081	16,912	104,396	19,557,000	187
Sarawak	220	125	125	470	546,385	1,163
Singapore*	57,600	24,369	1,959	83,928	961,477	11
Syria*	5,444	4,557	1,116	11,117	3,400,000	306
Thailand	11,613	6,869	5,042	23,524	18,313,000	778
Turkey*	13,405	15,404	3,755	32,564	20,902,628	642
Total 1951	602,479	709645	108,164	1,466,360	1,271,359,898	867

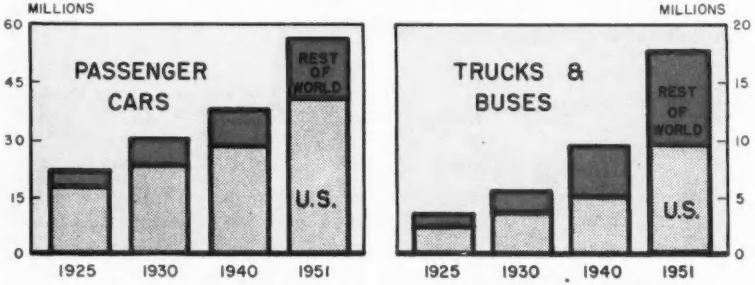
les in Use in All Countries in 1951

940 —Trucks Gained 101% Over 1940

	Passenger Cars ①	Trucks ①	Buses ①	Total Motor Vehicles ②	Population	Population Per Motor Vehicle
AMERICA						
Alaska	26,101	12,565	306	38,972	128,643	3.3
Antigua	556	96	20	672	40,972	61
Argentina	221,042	128,310	11,920	361,272	17,111,000	47
Bahamas	1,850	650	②	2,500	76,620	31
Barbados	3,987	1,426	156	5,569	198,000	36
Bermuda	2,500	700	40	3,240	36,770	11
Bolivia	3,400	8,200	500	12,100	3,990,000	330
Brazil	276,845	236,732	16,000	529,577	52,619,000	99
British Guiana	3,778	965	74	4,817	414,100	86
British Honduras	335	248	2	585	62,000	106
Canada	2,093,423	717,056	12,071	2,822,550	13,845,000	4.9
Chile*	43,390	30,998	4,222	78,610	5,809,000	74
Colombia	40,500	34,100	8,900	83,500	11,260,000	135
Costa Rica*	5,143	2,764	856	8,763	800,875	91
Cuba*	86,464	37,215	4,930	128,609	5,348,000	42
Dominica	136	67	②	203	53,202	262
Dominican Republic	5,857	3,181	571	9,609	2,121,000	221
Dutch Guiana*	1,345	648	117	2,110	211,870	100
Ecuador	4,300	8,200	2,300	14,800	3,076,933	208
Falkland Islands	83	48	—	131	2,250	17
French Guiana	133	98	②	231	29,000	126
Greenland	—	—	—	22	21,412	973
Grenada	705	230	②	935	90,586	97
Guadeloupe	—	—	—	4,500	278,000	62
Guatemala*	8,876	4,080	1,606	14,562	2,787,000	191
Haiti*	3,641	1,565	15	5,221	3,112,000	596
Honduras	1,532	2,357	88	3,977	1,534,000	386
Jamaica	12,200	3,500	200	15,900	1,389,000	87
Martinique	3,767	2,682	261	6,710	262,000	39
Mexico	193,080	127,052	18,766	338,898	25,564,218	75
Montserrat	70	16	15	101	13,332	132
Netherlands, W. I.	8,387	2,775	475	11,637	148,530	13
Nicaragua*	2,407	1,507	220	4,134	1,053,000	255
Panama	25,800	2,175	1,200	29,175	801,000	27
Paraguay	2,000	2,075	425	4,500	1,406,000	312
Peru	35,391	23,306	2,681	61,378	8,405,000	137
Puerto Rico	46,029	20,460	836	67,325	2,210,703	33
St. Kitts-Nevis	198	93	—	291	33,019	113
St. Lucia	353	112	80	545	71,232	131
St. Pierre-Miquelon	57	54	0	111	4,000	36
St. Vincent	250	70	②	320	61,447	192
El Salvador*	8,957	1,433	1,000	11,390	1,858,000	163
Trinidad-Tobago	12,873	4,494	302	17,669	618,600	35
United States	42,682,591	9,035,754	230,461	51,948,806	154,926,600	3.0
Uruguay*	45,000	25,000	2,000	72,000	2,353,000	33
Venezuela	69,960	53,773	3,656	127,389	4,985,716	39
Virgin Islands	1,230	679	15	1,924	26,665	14
Total 1951	45,986,522	10,539,509	327,287	56,857,040	333,496,295	5.9
OCEANIA						
Australia*	992,777	524,359	11,441	1,528,577	8,185,539	5.4
Cook Islands	58	83	0	141	13,713	97
Fiji Islands	1,850	1,150	340	3,340	284,950	85
Hawaii	125,292	26,669	814	152,775	499,794	3.3
New Caledonia*	2,332	1,541	②	3,873	111,000	29
New Guinea-Papua	1 100	2,200	—	3,300	1,307,000	396
New Zealand*	276,036	101,500	2,345	379,881	1,939,703	5.1
Samoa (American)	—	—	—	220	18,937	86
Society Islands	—	—	—	300	56,000	189
Other Oceania	—	—	—	2,500	—	—
Total 1951	1,399,445	657,502	14,940	2,074,907	12,416,636	6.0

(Continued on next page)

U. S. Has 76% of World's Passenger Cars



Year (Dec. 31)	PASSENGER CARS World Total ①	U.S. Total ②	U.S. %	TRUCKS AND BUSES World Total ①	U.S. Total ②	U.S. %
1940	37,184,199	27,461,097	73.9	8,973,892	5,001,823	55.7
1948	42,842,953 ③	33,385,867	77.9	15,038,448 ③	7,751,151	51.5
1949	47,581,676 ③	36,433,674	76.6	16,001,811 ③	8,236,914	51.5
1950	53,026,795	40,315,175	76.0	17,387,892	8,861,621	51.0
1951	56,001,403	42,682,591	76.1	18,017,913	9,266,215	51.2

SOURCES: ① U. S. Department of Commerce. ② U. S. Bureau of Public Roads.
③ The American Automobile (Overseas Edition).

	Passenger Cars ①	Trucks ①	Buses ①	Total Motor Vehicles ⑤	Population	Population Per Motor Vehicle
AFRICA						
Algeria	48,436	34,955	②	83,391	8,676,000	104
Angola*	3,766	8,575	32	12,373	3,738,010	302
Belgian Congo	11,317	14,576	174	25,887	10,804,761	417
British East Africa:						
Kenya*	19,808	16,065	724	36,597	5,373,078	147
Nyasaland	2,406	1,541	91	4,038	2,450,000	607
Tanganyika	8,164	7,370	②	15,534	7,412,327	477
Uganda	4,800	3,600	②	8,400	4,955,176	590
Zanzibar*	753	140	298	1,191	265,872	223
British Somaliland	75	800	5	880	700,000	795
British West Africa	15,000	30,000	②	45,000	31,350,000	697
Canary Islands	5,050	3,370	525	8,945	564,273	63
Cyrenaica	—	—	—	1,100	250,000	227
Egypt*	65,909	15,559	4,129	85,597	20,045,000	234
Eritrea	—	—	—	1,600	1,000,000	625
Ethiopia	3,926	4,092	39	8,057	15,000,000	1,861
Fr. Equatorial Africa	5,725	13,638 ④	②	19,363	4,131,000	213
Fr. West Africa*	11,145	25,175	630	44,874 ⑤	15,996,000	356
Fr. Somaliland	336	238 ④	②	574	44,000	77
It. Somaliland	924	2,916	34	3,874	1,300,000	336
Liberia	1,100	700	10	1,810	1,600,000	884
Libya	1,000	1,200	②	2,200	1,072,000	487
Madagascar	4,864	6,693	157	11,714	4,295,000	367
Madeira	774	496	②	1,270	250,000	197
Mauritius	3,995	1,251	191	5,437	450,000	83
Morocco:						
French*	51,150	—	—	83,150	8,617,000	104
International*	3,428	940	36	4,404	100,000	23
Spanish*	1,645	1,162	250	3,057	1,082,000	354
Reunion Islands	—	—	—	4,150 ④	242,000	58
Rhodesia	43,854	30,783	②	74,637	3,721,900	50
Seychelles Islands	196	54	②	250	35,020	140
Southwest Africa	6,980	6,000	②	12,980	341,450	26
Sudan	3,950	5,143	182	9,275	9,053,670	858
Tangier	2,300	700	35	3,035	60,000	20
Tunisia*	19,200	8,980	550	29,430 ⑤	3,231,000	110
Union of So. Africa	496,279	136,634	4,610	637,523	12,112,000	19
Total 1951	848,075	383,346	12,702	1,291,597	179,318,537	139
WORLD 1951	56,001,403	17,360,097	657,816	74,122,404	2,361,382,238	32

① Not complete for all territories. ② Included with trucks. ③ Included with passenger cars. ④ Includes tractors. ⑤ Includes motor vehicles not broken down as to type.
* Data compiled by Motor Vehicle Division, National Production Authority.
SOURCE: "The American Automobile" except where indicated with an asterisk.

U. S. Production 72% of World Motor Vehicles

World Production—1951

	1938			1951			
	Passenger Cars	Trucks and Buses	Total	Passenger Cars	Trucks	Buses	Total
United States	2,000,985	488,100	2,489,085	5,336,935	1,418,868	9,460	6,765,263
Canada	123,761	42,325	166,086	281,245	131,950	577	413,772
Subtotal	2,124,746	530,425	2,655,171	5,618,180	1,550,818	10,037	7,179,035
Australia	—0—	—0—	—0—	20,934	7,854	—0—	28,788
Austria	Included with Germany			—0—	2,000	359	2,359
Belgium	1,464	201	1,665	N.A.	N.A.	N.A.	N.A.
Czechoslovakia	11,400	1,600	13,000	N.A.	N.A.	N.A.	N.A.
Denmark	—0—	303	303	N.A.	N.A.	N.A.	N.A.
Finland	—0—	180	180	—0—	110	173	283
France	189,691	25,298	214,989	313,916	128,364	2,724	445,004
Germany	276,592	75,777	352,369	267,417	84,992	4,226	356,635 (1)
Hungary	237	553	790	N.A.	N.A.	N.A.	N.A.
Italy	58,966	11,175	70,141	119,267	24,607	1,679	145,553
Japan	8,500	15,600	24,100	3,432	34,248	(3)	37,680
Netherlands	N.A.	N.A.	N.A.	—	898 (4)	N.A.	898
Norway	—0—	—0—	—0—	—0—	—0—	20	20
Poland	2,100	820	2,920	N.A.	N.A.	N.A.	N.A.
Spain	N.A.	N.A.	N.A.	8	300	—0—	308
Sweden	2,132	4,914	7,046	10,881	6,632	975	18,488
Switzerland	—0—	600	600	N.A.	N.A.	N.A.	N.A.
United Kingdom	341,028	103,849	444,877	475,920	257,964	(3)	733,884
U.S.S.R.	26,975	183,756	210,731	28,100	369,200	6,400	403,700 (2)
World Total	3,043,831	955,051	3,998,882	6,858,055	2,467,987	26,593	9,352,635

N.A.—Not Available.
(1)—Federal Republic.
(2)—1950 data.
(3)—Included with trucks
(4)—First 10 months.

SOURCE: Motor Vehicle Division, National Production Authority.

Great Britain Is Leading Exporter of Motor Vehicles

Exports and Imports of Motor Vehicles by Producing Countries

	1951 EXPORTS				1951 IMPORTS			
	Passenger Cars	Trucks	Buses	Total	Passenger Cars	Trucks	Buses	Total
United States	216,973	209,648	7,044	433,665	23,697	249	3	23,949
Canada	37,181	23,308	—	60,489	42,631	5,642	61	48,334
Subtotal	254,154	232,956	7,044	494,154	66,328	5,891	64	72,283
Australia	–0–	–0–	–0–	–0–	123,490	42,753	(2)	166,243
Austria	–0–	498	40	538	7,136	1,124	–0–	8,260
Belgium & Luxembourg (1)	11,924	916	14	12,854	65,359	18,438	(2)	83,797
Czechoslovakia	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Denmark (1)	1,026	2,001	9	3,036	5,967	7,415	116	13,498
Finland	—	7	—	7	11,923	6,711	(2)	18,634
France (4)	93,195	30,692	1,408	125,295	11,142	1,656	257	13,055
Germany, Fed. Rep.	91,146	27,720	1,061	119,927	5,091	1,407	–0–	6,498
Hungary	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Italy	28,905	3,101	244	32,250	891	209	1	1,101
Japan	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Netherlands	1,768	518	78	2,364	17,689	4,800	5	22,494
Norway	–0–	–0–	–0–	–0–	4,059	8,769	282	13,110
Poland	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Spain	–0–	–0–	–0–	–0–	N.A.	N.A.	N.A.	N.A.
Sweden	1,587	1,246	(2)	2,833	40,635	5,041	(2)	45,676
Switzerland	391	(3)	—	391	29,938	4,585	–0–	34,523
U.S.S.R.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
United Kingdom	368,736	137,136	893	506,765	2,427	N.A.	N.A.	2,427
TOTAL	852,832	436,791	10,791	1,300,414	392,075	108,799	725	501,599

N.A.—Not Available.
(1) Includes reexports. (2) Included with passenger cars. (3) Included with trucks.
(4) Includes shipments to countries in the French Union. Truck total includes 4,354 chassis.

SOURCE. Motor Vehicle Division, National Production Authority.

4,207,000 Cars, 2,210,000 Trucks on Farms in 1950

29% of All Motor Trucks in U. S., 12% of Passenger Cars Are On Farms

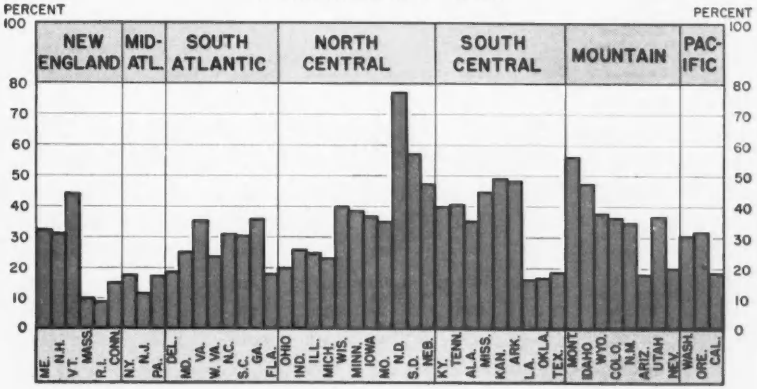
	Total Farms ①	Farms Reporting ① Cars	Trucks	Vehicles on Farms ① Cars	Trucks	% Farms Owning Cars	Trucks	Farm Vehicles as % of Total in State ② Cars	Trucks
Ala.	211,512	64,436	47,088	71,276	52,801	30.5	22.3	16.4	36.1
Ariz.	10,412	7,020	5,536	11,775	8,611	67.4	53.2	6.5	18.4
Ark.	182,429	57,999	56,568	65,197	63,589	31.8	31.0	25.0	48.2
Calif.	137,168	110,759	71,165	172,148	110,724	80.7	51.9	4.8	18.6
Colo.	45,578	35,713	31,190	48,842	42,663	78.4	68.4	12.9	36.8
Conn.	15,615	11,948	8,500	18,439	13,198	76.5	54.4	3.4	14.6
Del.	7,448	5,418	3,240	7,063	4,059	72.7	43.5	8.0	17.2
Fla.	56,921	28,216	20,811	36,123	29,267	49.6	36.6	5.1	18.8
Ga.	198,191	89,290	55,409	100,586	63,022	45.1	28.0	16.8	36.4
Idaho	40,284	31,822	22,763	39,980	29,690	79.0	56.5	24.1	47.2
Ill.	195,268	159,682	79,072	196,183	86,789	81.8	40.5	9.0	25.2
Ind.	166,627	133,261	53,584	159,273	59,816	80.0	32.2	15.0	28.5
Iowa	203,159	180,966	58,742	228,541	62,612	89.1	28.9	28.4	36.7
Kan.	131,394	108,540	71,743	133,421	89,254	82.6	54.6	22.5	49.0
Ky.	218,476	102,938	49,799	119,881	55,032	47.1	22.8	24.2	39.3
La.	124,181	48,496	30,926	56,515	36,445	39.1	24.9	11.7	26.6
Me.	30,358	19,874	14,854	23,937	19,197	65.5	48.9	12.4	32.2
Md.	36,107	26,805	16,917	36,446	21,428	74.2	46.9	7.5	24.2
Mass.	22,220	15,769	10,642	21,457	15,385	71.0	47.9	2.1	9.8
Mich.	155,589	130,202	49,508	164,763	56,976	83.7	31.8	8.8	22.9
Minn.	179,101	155,720	63,197	195,959	70,528	86.9	35.3	22.4	38.5
Miss.	251,383	67,516	50,183	76,250	56,249	26.9	20.0	27.6	44.0
Mo.	230,045	144,567	71,818	162,558	77,464	62.8	31.2	17.7	34.7
Mont.	35,085	26,783	26,584	35,077	38,772	76.3	75.8	23.5	55.6
Neb.	107,183	94,536	45,811	121,220	54,398	88.2	42.7	29.6	47.8
Nev.	3,110	2,005	1,967	3,066	3,123	64.5	63.2	6.1	20.2
N. H.	13,391	9,446	6,718	12,073	8,853	70.5	50.2	9.8	31.0
N. J.	24,838	18,874	15,619	27,976	24,279	76.0	62.9	2.3	11.7
N. M.	23,599	11,629	11,728	15,110	15,098	49.3	49.7	10.3	35.2
N. Y.	124,977	97,264	56,625	129,972	72,463	77.8	45.3	4.4	17.3
N. C.	288,508	140,070	55,374	160,067	60,406	48.5	19.2	22.1	31.5
N. D.	65,401	56,232	44,645	73,707	55,640	86.0	68.3	44.6	77.9
Ohio	199,359	163,195	56,851	208,087	64,765	81.9	28.5	9.6	19.7
Okla.	142,246	83,389	59,869	95,224	68,895	58.6	42.1	17.3	26.8
Ore.	59,827	47,514	29,755	61,907	39,461	79.4	49.7	12.7	31.9
Pa.	146,887	112,508	54,346	151,763	66,113	76.6	37.0	6.6	16.6
R. I.	2,598	1,950	1,516	2,773	2,445	75.1	58.4	1.4	8.0
S. C.	139,364	69,946	25,433	81,579	29,757	50.2	18.2	20.5	30.9
S. D.	66,452	58,718	31,674	77,319	37,796	88.4	47.7	39.7	56.9
Tenn.	231,631	99,075	55,284	113,774	60,223	42.8	23.9	20.6	40.0
Texas	331,567	211,063	121,939	255,100	147,246	63.7	36.8	13.7	28.6
Utah	24,176	17,251	12,824	20,773	15,352	71.4	53.0	11.4	37.3
Vt.	19,043	13,107	8,814	16,580	10,595	68.8	46.3	19.7	43.0
Va.	150,997	77,098	41,708	94,036	49,087	51.1	27.6	15.0	35.1
Wash.	69,820	54,177	34,772	69,571	48,245	77.6	49.8	10.4	31.4
W. Va.	81,434	32,850	21,635	37,271	24,631	40.3	26.6	10.8	22.6
Wis.	168,561	145,325	66,812	183,108	74,474	86.2	39.6	21.0	39.8
Wyo.	12,614	9,320	9,113	12,912	12,600	73.9	72.2	14.1	37.8
D. of C.	28	6	11	29	15	21.4	39.3	....	....
Total	**5,382,162**	**3,390,288**	**1,840,682**	**4,206,687**	**2,209,531**	**63.0**	**34.2**	**11.7**	**29.2**

① U. S. Bureau of Census.

② Calculated from farm vehicle count and total U. S. count as of July 1, 1950, compiled by R. L. Polk & Co.

In 22 States, One-Third of Trucks are on Farms

Percent of Trucks on Farms



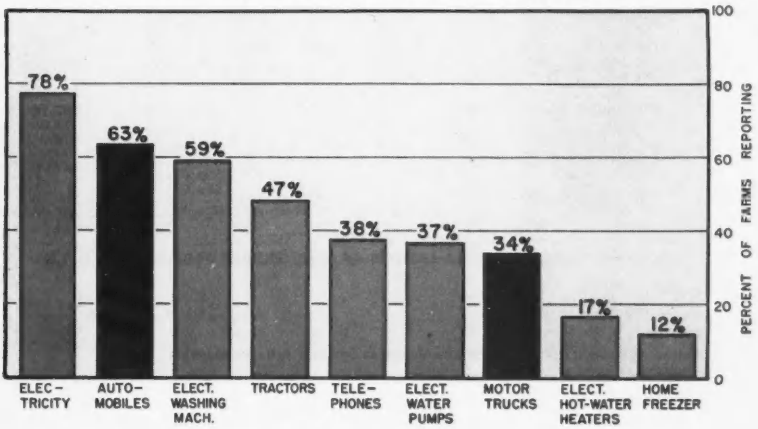
6,400,000 Cars and Trucks On Farms

	Number of Farms (000)	Automobiles (000)	Motor Trucks (000)	Tractors (000)
1910	6,362	50	—	1
1920	6,448	2,146	139	246
1930	6,289	4,135	900	920
1940	6,097	4,144	1,047	1,545
1950	5,382	4,207	2,210	3,619

NOTE: The definition of a farm was changed in 1950, so that places of 3 acres or more were counted as farms only if products, exclusive of home garden, valued at $150, or more were sold in 1949, and places of less than 3 acres were counted if sales were over $150, whereas in 1940 all places of 3 acres or more were counted as farms and in addition places of less than 3 acres if sales of produce exceeded $250.

SOURCE: U. S. Department of Commerce, Bureau of the Census.

Farms Have More Automobiles Than Telephones



6,980,000 Children Ride 115,202 Vehicles to School

	Pupils Enrolled Transported At Public Expense	VEHICLES USED						Expenditure of Public Funds For Transportation (Excluding capital outlay)
		Buses	Station Wagons, Cars, Other	Total	Publicly ① Owned	Privately Owned	Total	
Ala.	291,595	3,727	155	3,882	3,108	774	3,882	$ 4,905,850
Ariz.	43,844	—	—	378	—	—	378	891,698
Ark.	193,353 ③	2,445	392	2,837	2,393	444	2,837	3,682,788
Calif.	330,000 ③	—	—	4,603	4,178	425	4,603	11,414,682
Colo.	42,088	—	—	1,761	829	932	1,761	1,865,223
Conn.	67,549	765	350	1,115	83	1,032	1,115	2,421,909
Dela.	14,036	254	7	261	23	238	261	447,706
Fla.	159,849	1,763	200	1,963	1,602	361	1,963	3,131,275
Ga.	243,754	3,303	—	3,303	1,572	1,731	3,303	6,071,185
Idaho	48,031	—	—	806	462	344	806	1,912,960
Ill.	161,082	3,900 ②	500 ②	4,400 ③	3,000 ②	1,400 ②	4,400 ②	9,227,071
Ind.	259,769	—	—	5,743	—	—	5,743	8,933,456
Iowa	151,951	3,113	292	3,405	2,630	775	3,405	6,655,347
Kans.	48,977	—	—	2,097	—	—	2,097	3,740,423
Ky.	189,096	—	—	2,330	1,310	1,020	2,330	4,016,276
La.	254,000	—	—	3,171	—	—	3,171	6,280,577
Maine	54,739	667	579	1,246	300	946	1,246	1,889,817
Md.	111,803	1,287	103	1,390	247	1,143	1,390	3,218,480
Mass.	88,008	—	—	1,384	—	—	1,384	3,275,414
Mich.	212,447	—	—	3,452	3,340	112	3,452	7,387,560
Minn.	135,450	2,870	309	3,179	1,332	1,847	3,179	3,500,000
Miss.	209,421 ③	3,632	508	4,140	1,586	2,554	4,140	4,536,854
Mo.	146,421	2,356	410	2,766	1,227	1,539	2,766	4,854,044
Mont.	26,071	512	141	653	207	446	653	2,082,927
Nebr.	30,000 ③	419	—	419	—	—	419	1,186,426
Nev.	4,265	—	—	112	89	23	112	251,280
N. H.	22,851	359	354	713	41	672	713	1,065,114
N. J.	126,804	—	—	1,869	—	—	1,869	4,346,510
N. M.	34,186	585	405	990	32	958	990	2,095,036
N. Y.	301,765	4,317	1,551	5,868	2,664	3,204	5,868	13,725,070
N. C.	405,115	5,752	—	5,752	5,752	—	5,752	4,071,384
N. D.	17,979	93	—	93	—	—	93	1,143,169
Ohio	379,846	6,262	202	6,464	4,909	1,555	6,464	9,696,005
Okla.	143,000 ②	3,132	126	3,258	2,645	613	3,258	3,617,932
Ore.	106,870	1,341	27	1,368	1,073	295	1,368	3,506,180
Penn.	346,916	4,561	753	5,314	754	4,560	5,314	12,331,906
R. I.	15,743	80	103	183	—	—	183	484,455
S. C.	130,973	2,129	80	2,209	1,467	742	2,209	3,047,976
S. D.	14,709	303	—	303	—	—	303	899,874
Tenn.	252,443	2,697	101	2,798	1,519	1,279	2,798	5,136,003
Tex.	411,814	6,450	587	7,037	6,600	437	7,037	11,082,103
Utah	42,329	—	—	443	401	42	443	1,011,950
Vt.	14,877	237	558	795	66	729	795	819,846
Va.	279,596 ③	2,764	88	2,852	2,041	811	2,852	5,141,970
Wash.	146,971	1,748	427	2,175	1,924	251	2,175	4,227,085
W. Va.	175,212	1,296	126	1,422	1,364	58	1,422	3,367,166
Wisc.	78,000 ②	—	—	1,850 ③	999 ②	851 ②	1,850 ③	5,000,000 ②
Wyo.	15,090	453	197	650	251	399	650	1,014,021
Total	6,980,689 ⑤	75,572*	9,631*	115,202	64,020*	38,542*	115,202	$204,611,283 ④

* Partial totals.

①—Based on ownership of chassis.

②—Estimated.

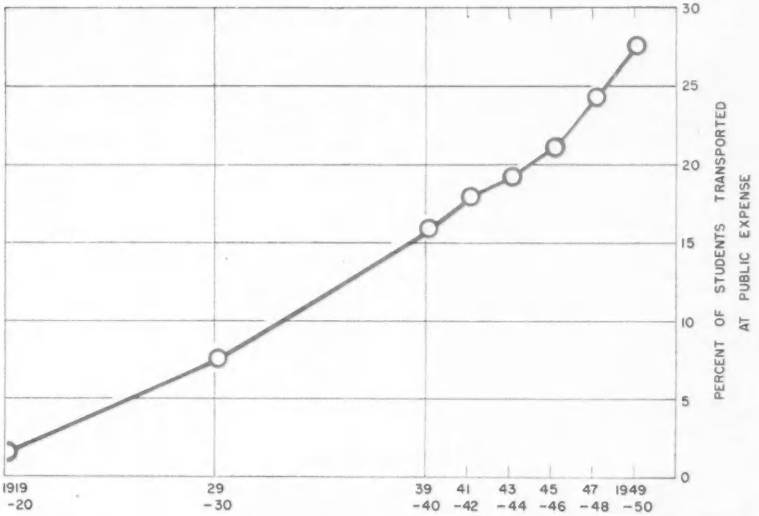
③—Estimated on basis of average daily attendance or average daily membership.

④—Approximately 4.6% of the total amount for current expense.

⑤—Total elementary and secondary enrollments for 1949-1950, 25,111,427.

SOURCE: Federal Security Agency, Office of Education.

School Buses Carry 28% of Public School Students



School Term	Number Students Enrolled	Number Transported at Public Expense	Percent Transported at Public Expense
1919-1920	21,578,316	350,100	1.6%
1929-1930	25,678,015	1,902,826	7.4
1939-1940	25,433,542	4,144,161	16.3
1941-1942	24,562,473	4,503,081	18.3
1943-1944	23,266,616	4,512,412	19.4
1945-1946	23,299,941	5,056,966	21.7
1947-1948	23,945,000	5,854,041	24.4
1949-1950	25,111,427	6,980,689	27.8

Note: While all types of transportation are included, practically all of the children are transported in buses.
SOURCE: U. S. Office of Education.

Automobile Sets Were 36% Of Radio Production In 1951

Year	Home Sets	Portable Battery Sets	Auto Sets	Total Sets	Percent Auto
1947	14,082,662	2,458,277	3,459,061	20,000,000	17.3
1948	9,630,308	2,629,560	4,240,132	16,500,000	25.7
1949	5,961,196	1,843,383	3,595,421	11,400,000	31.5
1950	8,174,600	1,674,700	4,740,600	14,589,900	32.5
1951	6,751,452	1,332,990	4,542,920	12,627,362	36.0

SOURCE: Radio—Television Manufacturers Association.

23,500,000 Cars Are Equipped With Radios

	Jan. 1, 1951	Jan. 1, 1952
Homes with Radios	41,900,000	42,800,000
Secondary Home Sets and Portables	30,000,000	34,000,000
Car Radios	19,100,000	23,500,000
Sets in Other Places	5,000,000	5,000,000
Total	**96,000,000**	**105,300,000**
Percent Auto Radios	19.9%	22.3%

SOURCE: Columbia Broadcasting System.

64,400,000 Drivers in United States

	Estimated Number of Drivers	Per Registered Vehicle		Estimated Number of Drivers	Per Registered Vehicle
Alabama	1,134,257	1.58	Nevada	103,439	1.24
Arizona	364,315	1.27	New Hampshire	224,243	1.27
Arkansas	635,931	1.29	New Jersey	1,985,213	1.19
California	5,470,713	1.12	New Mexico	322,218	1.27
Colorado	754,359	1.28	New York	5,571,739	1.43
Connecticut	890,252	1.18	North Carolina	1,449,316	1.31
Delaware	153,007	1.33	North Dakota	307,653	1.09
Florida	1,419,975	1.31	Ohio	3,553,221	1.22
Georgia	1,304,311	1.36	Oklahoma	1,005,932	1.18
Idaho	376,987	1.37	Oregon	760,041	1.12
Illinois	3,791,880	1.37	Pennsylvania	4,021,630	1.27
Indiana	1,847,155	1.23	Rhode Island	323,341	1.25
Iowa	1,421,409	1.31	South Carolina	829,162	1.30
Kansas	1,144,254	1.30	South Dakota	341,925	1.16
Kentucky	953,432	1.18	Tennessee	1,220,824	1.38
Louisiana	854,139	1.17	Texas	3,117,218	1.00
Maine	349,163	1.27	Utah	338,472	1.30
Maryland	920,673	1.26	Vermont	145,340	1.18
Massachusetts	1,749,864	1.32	Virginia	1,210,477	1.25
Michigan	3,002,527	1.19	Washington	1,048,749	1.11
Minnesota	1,675,010	1.39	West Virginia	691,136	1.43
Mississippi	527,592	1.05	Wisconsin	1,676,477	1.36
Missouri	1,951,557	1.49	Wyoming	186,021	1.28
Montana	280,333	1.03	Dist. of Col.	320,618	1.72
Nebraska	716,281	1.19	**Total**	**64,443,781**	**1.26**

NOTE: No allowance has been made for deaths, emigrations, or revocations.

SOURCE: Estimated by U. S. Bureau of Public Roads from data on operators' licenses issued in 1951 and prior years.

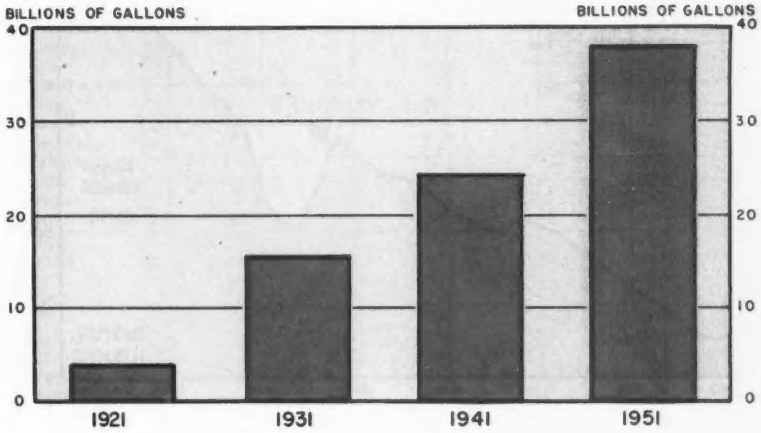
42% of Emergency Car Service Due to Tire and Battery Trouble

Estimates are for all passenger cars in use in United States, based on reports of garages under contract to render emergency road service to members of the American Automobile Association.

	NUMBER OF BREAKDOWNS					PERCENT OF TOTAL				
	1947 (000)	1948 (000)	1949 (000)	1950 (000)	1951 (000)	1947	1948	1949	1950	1951
Tire	8,864	8,660	8,119	10,054	10,443	23.8	21.3	23.2	22.8	21.4
Battery	7,098	8,012	7,859	10,830	10,266	19.1	19.8	22.4	24.6	21.0
Ignition	4,095	4,389	3,315	3,918	6,468	11.0	10.8	9.5	8.9	13.2
Tow	5,145	4,920	3,714	4,081	5,226	13.8	12.1	10.6	9.3	10.7
Stuck	1,535	2,257	1,433	2,210	3,877	4.1	5.6	4.1	5.0	7.9
Starter	831	640	844	1,006	2,312	2.2	1.6	2.4	2.3	4.7
Wrecker	2,031	2,302	1,734	1,862	2,127	5.5	5.7	4.9	4.2	4.4
Carburetor	2,508	3,323	2,018	2,523	1,608	6.7	8.2	5.8	5.7	3.3
Out of Gas	1,051	1,349	1,265	1,522	1,393	2.8	3.3	3.6	3.4	2.9
Brakes	507	426	536	701	763	1.4	1.1	1.5	1.6	1.6
Lock and Key	473	677	578	722	733	1.3	1.7	1.6	1.8	1.5
Gas Line	425	474	512	609	596	1.0	1.2	1.5	1.4	1.2
Lights	317	438	382	476	440	.9	1.1	1.1	1.1	.9
All Others	2,380	2,699	2,628	3,551	2,635	6.4	6.7	7.5	8.1	5.4
Total	**37,260**	**40,566**	**35,039**	**44,115**	**48,887**	**100**	**100**	**100**	**100**	**100**

SOURCE: American Automobile Association.

1951 Gasoline Consumption Gained 58% Over 1941



Annual Gasoline Consumption by Motor Vehicles

	Private Vehicles (000)	Government-Owned Vehicles (000)	Total (000)		Private Vehicles (000)	Government-Owned Vehicles (000)	Total (000)
1920	3,264,023	81,977	3,346,000	1936	17,640,917	458,221	18,099,138
1921	3,840,954	94,046	3,935,000	1937	18,973,618	481,836	19,455,454
1922	4,727,721	113,279	4,841,000	1938	19,110,356	501,287	19,611,643
1923	5,938,814	139,186	6,078,000	1939	20,170,516	543,836	20,714,352
1924	7,328,318	168,682	7,497,000	1940	21,417,818	583,538	22,001,356
1925	8,556,558	192,517	8,749,075	1941	23,637,867	554,530	24,192,397
1926	9,848,668	215,283	10,063,951	1942	19,472,813	467,074	19,939,887
1927	11,093,864	237,462	11,331,326	1943	15,668,249	336,001	16,004,250
1928	12,106,219	255,241	12,361,460	1944	16,089,547	340,121	16,429,668
1929	13,858,382	280,919	14,139,301	1945	18,797,970	350,998	19,148,968
1930	14,454,164	299,747	14,753,911	1946	25,269,041	379,957	25,648,998
1931	15,149,145	307,517	15,456,662	1947	27,714,492	501,213	28,215,705
1932	14,012,600	326,551	14,339,151	1948	29,908,912	551,729	30,460,641
1933	13,998,958	349,194	14,348,152	1949	31,849,914	581,102	32,431,016
1934	15,033,999	380,897	15,414,896	1950	35,033,776	619,164	35,652,940
1935	15,919,281	425,416	16,344,697	1951	* —	—	38,250,000

* Preliminary.

SOURCE: U. S. Bureau of Public Roads (Table G-21).

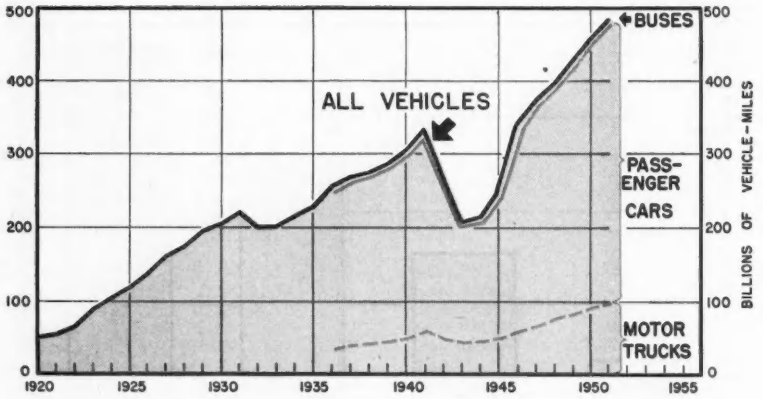
88% of Vacation Travelers Use Automobiles

	METHODS OF TRAVEL					
Year	Auto	Train	Bus	Plane	Steamship	Other
Pre-war	76%	21%	7%	2%	3%	1%
1946	75%	23%	9%	7%	1%	1%
1947	76%	23%	10%	7%	2%	1%
1948	82%	20%	8%	5%	2%	2%
1949	84%	15%	8%	4%	2%	2%
1950	84%	13%	7%	5%	2%	1%
1951	88%	12%	6%	6%	1%	1%

NOTE: Some vacationists used more than one method of travel.

SOURCE: Reader surveys by the Crowell-Collier Publishing Company.

Motor Vehicles Traveled 482 Billion Miles in 1951



Annual Total Vehicle-Miles of Travel in United States, in Millions

1921	55,027	1929	197,720	1937	270,110	1945	248,926
1922	67,697	1930	206,320	1938	271,177	1946	340,655
1923	84,995	1931	216,151	1939	285,402	1947	370,622
1924	104,838	1932	200,517	1940	302,143	1948	397,589
1925	122,346	1933	200,642	1941	333,396	1949	424,089
1926	140,735	1934	215,563	1942	267,096	1950	458,422
1927	158,453	1935	228,568	1943	206,747	1951	482,369
1928	172,856	1936	252,128	1944	211,580		

	RURAL TRAVEL					URBAN TRAVEL				
	Passenger Cars	Commercial Buses	School Non-Rev. Buses	Trucks Combinations	Total	Passenger Cars	Commercial Buses	School Non-Rev. Buses	Trucks Combinations	Total
1941	133,891	878	635	34,401	169,805	141,794	1,234	73	20,490	163,591
1946	134,013	1,413	586	34,594	170,606	146,444	1,987	66	21,552	170,049
1947	143,662	1,480	621	40,771	186,534	156,620	2,080	70	25,318	184,088
1948	151,275	1,474	662	45,096	198,507	168,184	2,074	73	28,751	199,082
1949①	166,723	2,147		47,435	216,305	175,651	2,105		30,028	207,784
1950①	177,547	2,123		55,300	234,970	186,917	1,958		34,577	223,452
1951①	190,869	2,299		59,522	252,690	192,125	2,012		35,542	229,679

	RURAL AND URBAN COMBINED					AVERAGE MILES PER VEHICLE		
	Passenger Cars	Commercial Buses	School Non-Rev. Buses	Trucks Combinations	Total	Passenger Cars	Trucks	Total
1936	208,654	1,764	603	41,107	252,128	8,622	10,098	8,879
1937	223,467	1,854	638	44,151	270,110	8,767	10,264	9,027
1938	224,174	1,854	654	44,495	271,177	8,871	10,383	9,134
1939	235,629	1,856	698	47,219	285,402	8,976	10,504	9,240
1940	249,559	1,944	713	49,927	302,143	9,079	10,624	9,346
1941	275,685	2,112	708	54,891	333,396	9,285	10,739	9,539
1942	218,239	2,492	638	45,727	267,096	7,803	9,602	8,123
1943	161,788	2,740	625	41,594	206,747	6,221	9,021	6,719
1944	167,073	3,193	606	41,708	211,580	6,497	8,984	6,969
1945	199,185	3,190	642	45,090	248,926	7,724	9,264	8,054
1946	280,457	3,400	652	56,146	340,655	9,942	9,615	9,958
1947	300,282	3,560	691	66,089	370,622	9,727	9,939	9,831
1948	319,459	3,548	735	73,847	397,589	9,566	10,008	9,707
1949①	342,374	4,252		77,463	424,089	9,400	9,900	9,600
1950①	364,464	4,081		89,877	458,422	9,000	10,700	9,400
1951①	382,994	4,311		95,064	482,369	8,900	10,700	9,300

①—Data for 1949-1951 are estimates by Automobile Manufacturers Association

SOURCE: U. S. Bureau of Public Roads through 1948.

46,271 Car and Truck Dealers in United States

	Passenger Car Dealers	Truck① Dealers	Car and Truck Dealers	Independent Repair Shops	All Retail Outlets*	Wholesalers
Alabama	518	412	554	481	1,035	142
Arizona	230	173	250	561	811	75
Arkansas	568	433	591	558	1,149	131
California	2,202	1,455	2,351	7,102	9,453	775
Colorado	505	372	530	846	1,376	102
Connecticut	531	347	577	1,036	1,613	117
Delaware	100	69	104	256	360	21
Florida	668	472	709	1,323	2,032	191
Georgia	718	563	774	563	1,337	164
Idaho	365	293	389	521	910	68
Illinois	2,558	1,726	2,761	4,161	6,922	488
Indiana	1,325	940	1,454	1,887	3,341	245
Iowa	1,366	1,057	1,507	1,466	2,973	228
Kansas	1,056	777	1,118	1,099	2,217	163
Kentucky	775	563	838	642	1,480	150
Louisiana	505	385	539	529	1,068	123
Maine	346	266	380	562	942	50
Maryland	484	320	512	1,107	1,619	102
Massachusetts	1,168	680	1,232	1,733	2,965	213
Michigan	1,806	1,094	1,885	3,080	4,965	324
Minnesota	1,544	1,156	1,641	1,891	3,532	158
Mississippi	513	397	547	219	766	108
Missouri	1,112	748	1,183	1,447	2,630	265
Montana	433	334	463	415	878	64
Nebraska	722	546	756	852	1,608	121
Nevada	102	78	107	156	263	17
New Hampshire	229	169	237	303	540	26
New Jersey	1,090	677	1,170	2,956	4,126	222
New Mexico	273	195	281	486	767	61
New York	2,728	1,714	2,899	7,204	10,103	546
North Carolina	880	585	907	771	1,678	205
North Dakota	487	403	519	412	931	48
Ohio	2,157	1,383	2,260	3,123	5,383	464
Oklahoma	936	643	971	1,118	2,089	198
Oregon	518	377	569	1,358	1,927	148
Pennsylvania	2,953	1,857	3,170	5,989	9,159	535
Rhode Island	180	101	193	471	664	38
South Carolina	423	289	445	329	774	88
South Dakota	466	353	515	425	940	45
Tennessee	734	494	771	784	1,555	150
Texas	2,683	1,850	2,936	3,791	6,727	545
Utah	260	201	281	549	830	74
Vermont	187	138	188	234	422	23
Virginia	824	583	867	896	1,763	127
Washington	727	536	805	1,927	2,732	202
West Virginia	597	459	653	820	1,473	101
Wisconsin	1,411	1,109	1,539	1,455	2,994	194
Wyoming	217	182	256	193	449	34
Dist. of Columbia	77	55	87	237	324	24
Totals—1952	**43,257**	**30,009**	**46,271**	**70,324**	**116,595**	**8,703**
Totals—1951	**43,115**	**30,297**	**46,251**	**71,199**	**117,450**	**8,687**
Totals—1950	**43,079**	**28,307**	**45,918**	**63,714**	**115,026**	**8,567**
Totals—1941	**39,833**	**24,992**	**41,790**	**49,208**	**95,296**	**6,575**

*"All Retail Outlets" include passenger car and truck dealers, independent repair shops, super-service stations and wrecking and body establishments.

①—Includes dealers handling passenger cars.

SOURCE: Motor Age; number of dealers as of January 1.

693,000 Automotive Firms in United States

	Number of Establishments
Manufacturing	
Motor Vehicles and Equipment	1,904①
Tires and Inner Tubes	57
Petroleum Refining	437
Total	2,398①
Wholesale	
Automobiles	2,332
Automotive Equipment, Tires and Tubes	13,813
Petroleum and Products	31,405
Total	47,550
Miscellaneous	
For-Hire Trucking	210,000③
Motor Bus Operators	4,592
Highway Contractors	4,000
Taxi Companies	5,000
Outdoor Theaters	820
Auto Race Tracks	112
Tourist Courts	25,919
Auto Wreckers	25,000
Total	275,443

	Number of Establishments
Retail	
Motor Vehicles	
New and Used	43,999
Used Only	16,874
Tire, Battery, Accessories	
New	20,628
Used	2,365
Gasoline Stations	188,253②
Total	272,119
Service, Automotive	
General Repairs	60,147
Battery and Ignition Repair	1,890
Glass Shop	1,079
Paint Shops	2,567
Radiator Repairs	2,844
Tire Repairs	1,955
Top and Body Repairs	10,425
Brake Repairs	751
Wheel, Axle, Spring Repair	1,197
Other Repairs	2,020
Automobile Rentals	1,011
Automobile Storage Garages	2,606
Parking Lots	5,927
Automobile Laundries	792
Other Services	333
Total	95,544

Total, All Automotive Firms in United States	**693,000**
Total, All Businesses in United States	**4,015,000**
Percent Automotive	**17.3%**

① This count is from the 1947 Census of Manufactures and covers only a few of the estimated 15 to 20 thousand suppliers to the vehicle manufacturers. These suppliers manufacture items such as glass, upholstery, paint, etc., and are classified in other industries by the Census.

② Does not include retail gasoline outlets where some other type of product is the principal source of income. For example, there are over 12,000 general stores which sell gasoline or lubricants and which are not included in this count.

③ This is believed to be a conservative estimate since there were more than 200,000 carriers in 1942.

SOURCE: Data is based on 1947 Census of Manufactures, 1948 Census of Business, and data from "Bus Transportation" magazine, American Trucking Association, American Road Builders Association, Cab Research Bureau, and National Production Authority.

Employment, Hours and Earnings in Automotive Plants

Includes Body and Parts and Accessories Factories

	All Employees	PRODUCTION WORKERS Average Employment	Total Payrolls (000)	Average Weekly Earnings	Average Weekly Hours	Average Hourly Earnings
1899	2,500	2,200	$1,321	$11.34	—	—
1904	13,200	12,000	7,159	11.43	—	—
1909	85,000	75,700	48,694	12.37	—	—
1914	145,200	127,100	101,927	15.42	—	—
1919	394,000	343,000	491,121	27.53	—	—
1921	248,000	213,000	318,753	28.81	—	—
1923	452,000	405,000	659,877	31.34	—	—
1925	474,000	426,000	713,931	32.22	—	.723 ①
1927	414,000	369,000	612,955	31.91	—	—
1929	—	471,000	787,314	32.15 ②	46.8	—
1930	—	341,000	463,950	26.16 ②	39.9	—
1931	—	302,000	376,765	23.99 ②	36.9	—
1932	—	257,000	273,284	21.27	31.3	.680
1933	—	257,000	270,015	20.96 ②	35.2 ②	.593 ②
1934	—	380,000	466,545	23.32	34.0	.686
1935	—	408,000	486,469	26.71	37.1	.720
1936	—	430,000	670,185	29.52	39.0	.757
1937	—	505,000	812,691	31.96	36.4	.878
1938	—	306,000	457,411	29.95	32.8	.913
1939	466,000	402,000	650,672	32.85	35.9	.915
1940	532,000	465,000	864,677	35.76	38.2	.936
1941	654,000	571,000	1,239,641	41.75	40.3	1.036
1942	576,000	490,000	1,347,382	52.88	45.2	1.170
1943	756,000	642,000	1,930,931	57.84	46.8	1.236
1944	793,000	663,000	2,030,292	58.89	46.3	1.272
1945	663,000	538,000	1,476,853	52.79	42.0	1.257
1946	662,000	544,000	1,431,656	50.61	37.8	1.339
1947	776,200	648,800	1,938,225	57.45	39.0	1.473
1948	792,800	657,600	2,115,315	61.86	38.4	1.611
1949	769,000	643,500	2,207,488	65.97	38.9	1.696
1950	839,400	713,500	2,717,722	73.25	41.2	1.778
1951	856,300	718,400	2,821,186	75.52	39.5	1.912

① From special studies of U.S. Bureau of Labor Statistics.
② Calculated from production-worker employment and total payrolls.
③ Hours and earnings data prior to 1934 not strictly comparable with data for later years.

SOURCE: 1899 to 1927 from U. S. Census of Manufactures; 1929 to date from U. S. Bureau of Labor Statistics.

Nearly ⅔ of Families in U. S. Own Automobiles

	FAMILIES ① Total Number (000,000)	Percent Owning Automobiles	Number Owning ② Automobiles (000,000)	SPENDING UNITS ① Total Number (000,000)	Percent Owning Automobiles	Number Owning ② Automobiles (000,000
During 1941	*	51 ①	*	*	*	*
Early 1948	42.6	54	23.0	49.0	50	24.5
Early 1949	44.0	56	24.6	50.6	51	25.8
Early 1950	45.2	60	27.1	52.0	55	28.6
Early 1951	45.9	65	29.8	52.0	61	31.7
Early 1952	47.0	65	30.6	52.8	60	31.7

① "Families" consist of all persons living in the same dwelling and related by blood, marriage, or adoption. "Spending Units" consist of all persons living in the same dwelling and related by blood, marriage, or adoption, who pooled their income for major items of expense. Many families contain two or more spending units.
② Calculated from preceding two columns by Automobile Manufacturers Association.
*Not Available.

SOURCE: "Survey of Consumer Finances", Federal Reserve Board; and Survey Research Center, University of Michigan. 1941 data is from "Family Spending and Saving During Wartime", BLS Bulletin No. 822, and differs from the Survey of Consumer Finances in definition and methodology.

Over 9,400,000 Employed in Highway Transport Industries

One Out of Every Seven Employed in United States

	Motor Vehicle Parts, and Tire Manufacturing ①	Crude & Refined Petroleum ②	Sales and Servicing ③	Federal, State, County and Local Roads ④	Truck Drivers and other Employes ⑤	Bus Employes (Common Carriers) ⑥	Total
Ala.	3,387	117	30,034	5,184	92,489	2,479	133,690
Ariz.	15	1,673	10,678	2,472	44,778	728	60,344
Ark.	1,564	1,709	21,195	3,542	77,505	1,464	106,979
Calif.	27,872	51,200	157,328	20,460	436,142	13,171	706,173
Colo.	696	2,037	23,299	3,340	71,195	1,442	102,009
Conn.	3,968	—	25,348	3,664	65,580	3,541	102,101
Del.	1,869	107	4,302	1,165	14,472	217	22,132
Fla.	283	—	39,354	8,897	123,162	3,272	174,968
Ga.	4,869	168	43,114	7,572	111,846	3,207	170,776
Idaho	—	137	9,658	2,094	36,519	377	48,785
Ill.	22,515	14,975	99,527	14,822	219,926	12,292	384,057
Ind.	68,362	10,954	55,025	5,406	151,827	3,219	295,793
Iowa	998	—	42,512	5,389	102,655	1,575	153,129
Kan.	3,140	11,946	34,211	4,619	94,055	2,120	150,091
Ky.	2,254	2,903	27,049	7,571	93,130	4,525	137,432
La.	793	25,097	28,483	8,877	96,620	3,112	162,982
Maine	—	—	11,811	2,920	33,847	1,087	49,665
Md.	6,272	1,652	26,696	7,396	68,356	3,277	113,649
Mass.	4,865	731	50,239	10,211	119,256	8,450	193,752
Mich.	446,930	4,041	89,516	9,420	199,390	9,960	759,257
Minn.	4,150	152	44,724	9,313	105,292	3,114	166,745
Miss.	1,917	2,411	20,443	7,491	78,459	990	111,711
Mo.	13,317	1,151	60,934	6,497	154,149	6,138	242,186
Mont.	—	2,186	9,989	2,132	34,955	588	49,850
Neb.	522	107	23,018	2,821	63,674	1,779	91,921
Nev.	—	—	3,065	842	12,504	228	16,639
N. H.	—	—	6,607	2,115	22,356	683	31,761
N. J.	16,813	10,932	54,223	4,956	158,821	13,239	258,984
N. M.	—	3,254	9,699	2,268	40,633	624	56,478
N. Y.	38,874	2,909	138,826	18,874	314,158	21,732	535,373
N. C.	684	—	48,824	13,882	126,242	4,500	194,132
N. D.	—	—	10,660	1,701	24,672	305	37,338
Ohio	154,803	7,648	103,291	14,319	230,141	8,125	518,327
Okla.	1,325	16,360	35,561	4,886	113,976	2,594	174,702
Ore.	381	128	26,011	5,107	87,657	1,950	121,234
Pa.	21,563	15,167	123,596	25,713	314,267	14,622	514,928
R. I.	861	396	8,903	1,381	24,914	904	37,359
S. C.	150	198	22,511	5,715	66,798	1,193	96,565
S. D.	—	—	10,744	1,903	29,835	418	42,900
Tenn.	4,851	122	35,810	5,859	98,024	4,721	149,387
Texas	3,047	93,849	122,160	19,781	410,477	10,850	660,164
Utah	89	1,806	10,505	1,656	26,764	859	41,679
Vt.	—	—	5,546	1,056	13,262	298	20,162
Va.	1,790	—	37,955	11,311	103,480	4,859	159,395
Wash.	1,680	167	35,785	5,677	92,335	3,379	139,023
W. Va.	532	543	19,862	6,366	68,423	3,419	99,145
Wis.	32,961	183	44,017	8,240	123,042	2,933	211,376
Wyo.	—	5,384	5,921	1,251	22,966	190	35,712
D. of C.	36	—	10,145	1,981	15,086	2,292	29,540
Total	**900,998**	**294,500**	**1,918,714**	**330,115**	**5,230,112**	**198,041**	**8,872,480**

Estimated employment engaged in manufacturing batteries, automobile stampings and electrical equipment, raw materials, and in taxicab, insurance and financing services. 600,000

Total, direct and indirect **9,472,480**

①—Data for motor vehicles and equipment industry for 1948, based on records of the Social Security Administration. Data for tire and tube industry is from 1947 Census of Manufactures.

②—1951 BLS Average monthly employment in crude oil production and petroleum refining adjusted for non-automotive use by deducting 60% from crude oil and 10% from petroleum refining. Breakdown by states estimated on basis of crude oil production and petroleum refining capacity by states.

③—1948 Census of Business.

④—U. S. Bureau of Public Roads and Bureau of the Census.

⑤—Estimated by assuming .80 driver per non-farm truck. Includes employes other than drivers of truck transportation companies.

⑥—"Bus Transportation" estimate of employment in common carrier bus industry distributed by states on basis of number of common carrier buses in each state.

1951 Retail Sales of Automotive Products Total $35 Billion

	Motor Vehicle Dealers (Million)	Parts and Accessories Stores (Million)	Gasoline Service Stations (Million)	Total (Million)
1929	6,444	599	*	*
1935	3,863	374	*	*
1939	5,025	524	2,822	8,371
1941	8,185	704	3,466	12,355
1944	4,420	739	2,812	7,971
1945	5,000	855	3,284	9,139
1946	10,647	1,275	4,511	16,433
1947	15,804	1,278	5,482	22,564
1948	18,744	1,360	6,483	26,587
1949	21,669	1,271	6,957	28,897
1950	26,702	1,587	7,553	35,842
1951	24,783	1,682	8,390	34,855

*Comparable data not available.

NOTE: Does not include parts, accessory, and gasoline sales by stores where other classes of merchandise are the principal products sold, such as general stores. Data above includes any non-automotive products which are sold by automotive retail stores.

SOURCE: U. S. Department of Commerce.

196,960 Automobiles Stolen In 1951

Year	Estimated No. Auto Thefts ①	Percent Recovery ②	Year	Estimated No. Auto Thefts ①	Percent Recovery ②
1940	177,551	96.6	1946	229,920	94.7
1941	190,059	95.3	1947	184,730	94.1
1942	167,625	97.9	1948	169,540	93.1
1943	187,751	96.8	1949	163,140	93.1
1944	203,036	97.3	1950	170,780	91.7
1945	241,491	95.1	1951	196,960	91.8

①—Based on reports submitted to the FBI by law enforcement agencies. Includes estimates for non-reporting agencies.

②—Derived from total thefts and total recoveries reported by a representative number of agencies.

SOURCE: Federal Bureau of Investigation.

31% of Cars Entering Arkansas Were on Business Errands

A University of Arkansas survey of automobile tourists visiting Arkansas in 1949 and 1950 showed that 14.6 percent came solely for business purposes and another 16.2 combined business and pleasure. Thus 30.8 percent of tourist parties entering the state were entirely or partly on business errands.

TAXES TAKE 32 CENTS

ONE out of every EIGHT TAX DOLLARS is AUTOMOTIVE

One out of every eight tax dollars collected in the United States has an automotive origin. The manufacture, sale and use of motor vehicles in 1950, for example, generated $7,500,000,000 in federal, state, and local tax revenue, or more than twelve percent of the $61,000,000,000 in taxes collected in 1950 from all sources.

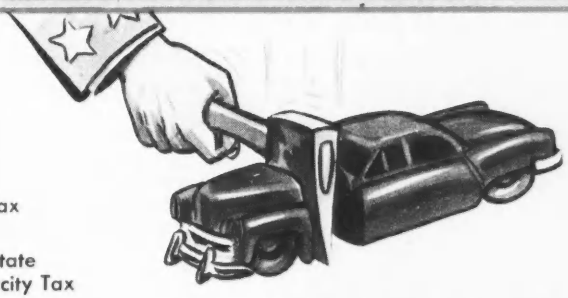
Included in the long list of automotive taxes are: The federal excise taxes on vehicles, parts, tires, gasoline and oil; special state imposts including gasoline taxes and registration fees; state sales taxes; federal and state corporation taxes; property taxes, and many others.

Not included are the personal income taxes paid by over 9,000,000 persons who are directly or indirectly employed in highway transport industries. Such taxes would raise the automotive share to an even greater proportion of total tax revenues.

State Ton-Mile Tax
State Passenger Mile Tax
Fed. Excise Tax New Cars
Fed. Excise Tax New Trucks
Fed. Excise Tax Parts
Fed. Excise Tax Tires
Fed. Excise Tax Gasoline
Fed. Excise Tax Lubricating Oil

SPECIAL TAXES ON HIGHWAY USERS CONTINUE RAPID CLIMB

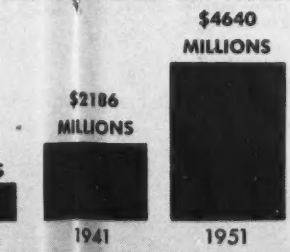
S OF AUTO SALES DOLLAR



$650 TAX IN A $2,000 CAR

Delivered to a Resident of Michigan

Estimated taxes accrued on materials, parts and their transportation prior to receipt by automobile manufacturer	$166.00
Estimated income and other taxes paid by automobile manufacturer, exclusive of Federal Excise Tax	156.00
Federal excise taxes on car, including radio and heater	146.00
Dealer's property, income and other taxes	111.00
Michigan's sales tax	57.85
License plate and title on car	12.75
Federal and state excise or sales tax on 5 gallons gas and 6 quarts oil	.40
Total taxes on new car, ready for use	$650.00



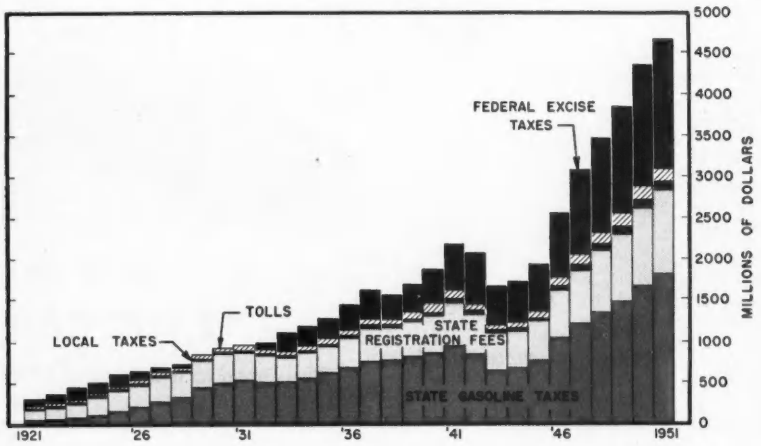
Highway users paid $4,640,000,000 in special motor vehicle taxes in 1951, more than double the amount paid ten years earlier. These are taxes assessed against motor vehicles and their use as a special group. They include state gasoline taxes and registration fees, special city and county taxes on motor vehicles, and federal excise taxes on automotive items.

Since 1901 when New York first imposed a $1 license fee, motorists have contributed over $50,000,000,000 in special motor vehicle taxes.

NOTE:

Excludes social security taxes and individual income taxes on wages and salaries.

1951 Special Motor Vehicles Taxes $4,708,000,000



IN THOUSANDS OF DOLLARS

	State Gross Registration Receipts ① (000)	State Gasoline Tax Net ① (000)	Special City & County Taxes ② (000)	Bridge, Tunnel, Ferry, Road Tolls ③ (000)	Sub-total of Preceding Columns (000)	Federal Excise Taxes ④ (000)	Total Special Taxes (000)
1925	$260,583	$ 148,358	$ 7,085	$36,000	$ 452,026	$ 145,302	$ 597,328
1926	288,236	187,603	8,051	42,000	525,890	96,432	622,322
1927	300,872	258,967	8,875	47,000	615,714	60,504	676,218
1928	322,577	305,234	9,738	52,000	689,549	28,222	717,771
1929	347,697	431,636	11,451	59,000	849,784	—0—	849,784
1930	355,580	494,683	12,470	62,000	924,733	—0—	924,733
1931	344,313	537,589	13,696	65,000	960,598	—0—	960,598
1932	325,104	514,139	15,570	60,000	914,813	75,356	990,169
1933	301,314	519,403	15,460	60,000	896,177	230,649	1,126,826
1934	316,754	566,642	16,714	64,000	964,110	235,743	1,199,853
1935	335,401	619,677	19,822	68,000	1,042,900	256,671	1,299,571
1936	374,920	691,420	22,025	73,000	1,161,365	297,142	1,458,507
1937	415,829	761,998	23,539	78,000	1,279,366	326,515	1,605,881
1938	405,246	771,764	26,490	78,700	1,282,200	267,959	1,550,159
1939	430,549	821,656	29,807	87,400	1,369,412	324,012	1,693,424
1940	457,091	870,136	33,260	96,100	1,456,587	416,394	1,872,981
1941	511,242	957,312	38,360	106,000	1,612,914	572,759	2,185,673
1942	470,864	844,855	37,637	87,000	1,440,356	626,055	2,066,411
1943	449,724	659,125	34,722	70,000	1,213,571	445,814	1,659,385
1944	445,620	680,950	32,878	72,000	1,231,448	486,097	1,717,545
1945	467,589	783,691	33,693	84,000	1,368,973	556,963	1,925,936
1946	551,318	1,064,681	42,822	113,000	1,771,821	798,406	2,570,227
1947	646,097	1,206,305	59,038	124,000	2,035,440	1,039,373	3,074,813
1948	755,183	1,350,028	79,597	134,000	2,318,808	1,154,370	3,473,178
1949	833,639	1,474,508	92,699	143,000	2,543,846	1,280,663	3,824,509
1950	948,333	1,667,229	107,328	157,000	2,879,890	1,479,471	4,359,361
1951	1,054,136	1,812,624	121,000	170,000	3,157,760	1,550,467	4,708,227

These are special taxes on the motor vehicle users. Income and property taxes on motor vehicle, body, parts, and tire factories, garages, dealers, repair shops, terminal and truck, taxicab and bus operating companies are not included.

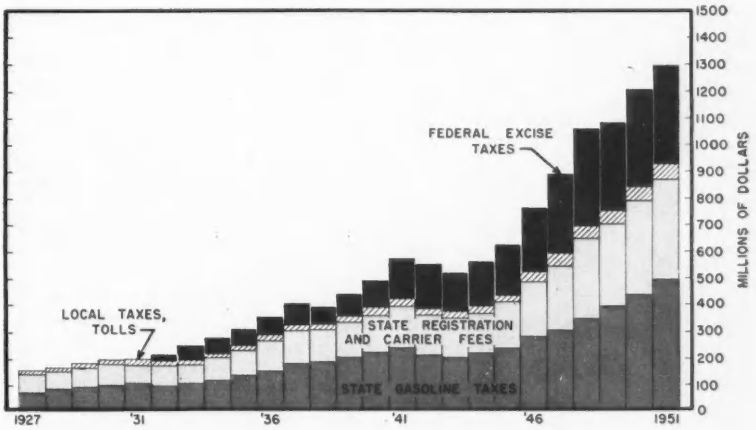
① U. S. Bureau of Public Roads. Registration receipts include special motor carrier fees.

② Estimated from data compiled by the Board of Investigation and Research.

③ Estimated by Automobile Manufacturers Association from various special surveys by the U. S. Bureau of Public Roads. Includes both private and public toll facilities.

④ Bureau of Internal Revenue and U. S. Bureau of Public Roads. Not a road tax.

1951 Special Truck Taxes Exceed $1,300,000,000



Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	State Registration Fees ①	State Motor Carrier & Trailer Fees ②	State Gasoline Tax ③	Special City & County Taxes ④	Bridge, Tunnel, Ferry, Road Tolls ④	Sub-total of Preceding Columns	Federal Excise Taxes ⑤	Total Special Taxes
1929	$72,823	$1,607	$93,308	$1,477	$13,600	$182,815	—	$ 182,815
1930	78,789	1,955	98,691	1,659	14,300	195,394	—	195,394
1931	76,616	2,758	103,391	1,849	15,000	199,614	—	199,614
1932	74,046	8,577	97,596	2,102	13,800	196,121	$18,732	214,853
1933	68,659	11,683	103,076	2,103	13,800	199,321	50,263	249,584
1934	78,988	12,195	116,827	2,290	14,700	225,000	49,986	274,986
1935	84,186	15,524	135,014	2,775	15,600	253,099	56,609	309,708
1936	95,047	19,233	156,118	3,128	16,800	290,326	67,182	357,508
1937	104,790	21,791	180,095	3,366	17,900	327,942	74,619	402,561
1938	101,885	22,088	184,932	3,788	18,100	330,793	66,096	396,889
1939	107,968	24,582	205,009	4,292	21,000	362,851	78,394	441,245
1940	111,891	26,504	223,581	4,756	24,000	390,732	101,953	492,685
1941	124,815	31,450	241,714	5,409	26,500	429,888	142,878	572,766
1942	117,849	32,799	216,298	5,307	21,700	393,953	161,752	555,705
1943	116,136	34,422	206,672	5,104	17,500	379,834	138,325	518,159
1944	118,358	36,427	219,890	4,932	18,000	397,607	163,213	560,820
1945	129,326	39,884	242,966	5,323	21,000	438,499	186,501	625,000
1946	160,911	43,333	284,003	7,237	28,250	523,734	242,285	766,019
1947	197,801	50,928	307,828	10,273	31,000	597,830	295,339	893,169
1948	235,315	58,960	356,222	14,168	33,500	698,165	364,557	1,062,722
1949	251,298	60,662	394,189	16,130	35,750	758,029	323,563	1,081,592
1950	283,110	68,924	453,334	18,890	39,250	863,508	353,695	1,217,203
1951	312,379	78,868	490,920	21,000	42,500	945,667	365,368	1,311,035

① Includes truck share of miscellaneous receipts. Based on data from U. S. Bureau of Public Roads.

② Estimated payments of motor carrier fees paid by buses have been deducted. Based on data from U. S. Bureau of Public Roads.

③ Estimated from data of U. S. Bureau of Public Roads and American Petroleum Institute.

④ Estimated by Automobile Manufacturers Association.

⑤ Estimated from data of U. S. Bureau of Internal Revenue. Not a road tax.

1951 State Sales Taxes on Auto Products $387 Millions

In Thousands of Dollars	New Passenger Cars	New Trucks	Used Cars and Trucks	Parts & Accessories	Tires & Tubes	Lubricating Oil	Gasoline ④	Total
Ala.	1,255	608	①	2,015	828	280 ③	—	4,986
Ariz.	914	381	715	536	216	157	—	2,919
Ark.	1,446	1,065	①	922	442	243	—	4,118
Calif.	24,574	5,113	16,784	13,649	4,538	3,268	—	67,926
Colo.	1,697	667	1,370	1,102	443	249	—	5,528
Conn.	2,798	416	1,999	1,426	466	325	—	7,430
Del.	29	7	22	11	4	3	21	97
Fla.	—	—	—	3,032	1,091	810	—	4,933
Ga.	4,097	1,729	3,407	2,018	794	577	4,097	16,719
Ill.	13,045	2,232	10,275	—	1,674	1,327	9,399	37,952
Ind.	1,868	467	1,451	878	315	226	1,668	6,873
Iowa	3,655	1,140	1,446	2,034	739	473	3,240	12,727
Kan.	2,922	1,006	2,345	1,652	675	359	—	8,959
La.	2,325	1,023	①	1,362	542	337	—	5,589
Maine	430	143	345	258	208	71	—	1,455
Md.	②	②	—	1,366	471	337	—	2,174
Mich.	19,162	3,068	14,161	7,097	2,288	1,625	11,746	59,147
Miss.	1,652	1,072	1,544	940	440	273	2,058	7,979
Mo.	5,346	1,709	4,266	2,450	953	713	—	15,437
N. M.	369	173	307	475	205	145	—	1,674
N. C.	1,475	436	①	3,115	1,186	892	—	7,104
N. D.	911	381	748	526	244	91	—	2,901
Ohio	17,677	3,418	13,291	8,169	2,630	2,020	—	47,205
Okla.	2,693	1,163	—	1,594	670	376	—	6,496
R. I.	741	117	532	385	127	82	—	1,984
S. C.	983	296	1,177	894	328	228	—	3,906
S. D.	877	366	721	551	234	130	—	2,879
Tenn.	2,715	1,122	2,277	1,660	644	428	—	8,846
Texas	②	②	5,096	—	—	—	—	5,096
Utah	886	309	679	487	182	138	—	2,681
Va.	401	112	311	181	67	51	360	1,483
Wash.	4,799	1,238	3,387	2,881	1,041	678	409	14,433
W. Va.	391 ②	139 ②	321 ②	1,127	457	294	467	3,195
Wyo.	505	267	439	273	123	90	—	1,697
D. of C.	1,003	145	714	349	109	125	—	2,445
Total	**$123,641**	**$31,820**	**$90,130**	**$65,415**	**$25,374**	**$17,421**	**$33,465**	**$386,974**

①—Used motor vehicles are exempt from payment of sales tax.

②—Kentucky has no sales tax law, but there is a motor usage tax law whereby a 3 percent use tax is levied at time of first registration in the state. Texas has no sales tax but imposes a 1.1 percent tax on the sale, use or transfer of motor vehicles. Maryland exempts motor vehicles from sales tax but levies a 2 percent excise tax at time of issuance of original certificate of title. West Virginia exempts motor vehicles from the sales tax but they are subject to the ½ of 1% business and occupational tax. West Virginia also imposes a 2% privilege tax on issuance of certificate of title. These special titling taxes similar to sales taxes are omitted from this table but are included on page 50. Such taxes for 1951 as reported in BPR Table MV-2 were as follows: Kentucky, $5,403,000; Maryland, $6,990,000; Texas, $15,348,000; West Virginia, 3,255,000.

③—Lubricating oil is exempt from sales tax in Alabama but there is a special excise tax on lubricating oil of 2 cents per gallon.

④—Gasoline is exempt from general sales tax in most states.

NOTE: No attempt has been made to estimate sales taxes on other automotive products and services such as repairs, second hand parts, garaging, lubricants other than oil, etc.

SOURCE: Estimated by Automobile Manufacturers Association.

Consumer Instalment Credit Based on Sale of New and Used Cars ①

Estimates in Millions of Dollars

VOLUME EXTENDED DURING PERIOD				AMT. OUTSTANDING—END PERIOD		
	Automobile Dealers ②	Commercial Banks ③	Total ①	Automobile Dealers ②	Commercial Banks ③	Total ①
1938	$1,327	$ 134	$1,519	$ 970	$ 71	$1,075
1939	1,853	310	2,227	1,267	164	1,465
1940	2,405	470	2,939	1,729	253	2,018
1941	2,797	573	3,435	1,942	310	2,291
1942	433	194	657	482	123	626
1943	243	169	439	175	79	270
1944	399	213	644	200	93	311
1945	370	274	683	227	139	383
1946	899	577	1,535	544	306	878
1947	1,868	995	2,951	1,151	536	1,733
1948	2,915	1,258	4,277	1,961	736	2,757
1949	4,473	1,443	6,031	3,144	915	4,129
1950	5,398	1,785	7,310	4,126	1,223	5,440
1951	5,336	1,880	7,366	4,039	1,192	5,327

①—Includes direct automobile installment loans of industrial banks and industrial loan companies.

②—Automobile sale credit granted by automobile dealers. The bulk of this paper is purchased by sales finance companies and banks. Includes transactions of dealers in used cars; does not include credit arising from business in replacement of parts and repair services.

③—Direct automobile instalment loans of commercial banks. Does not include purchased paper.

SOURCE: Board of Governors of the Federal Reserve System.

One-Eighth of All Tax Revenues Have an Automotive Source

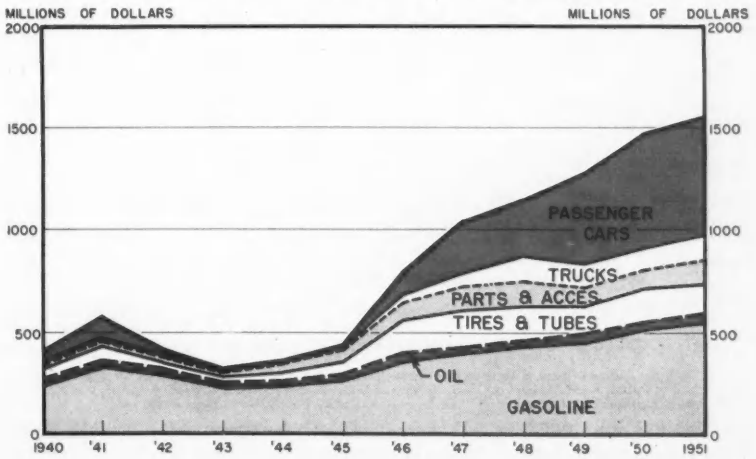
Taxes Paid on Manufacture, Sale and Ownership of Motor Vehicles, 1950
(Excludes Social Security and Personal Tax Contributions)

	Thousands of Dollars
Special Taxes on Motor Vehicles	
State Motor Vehicle Registration and Motor Carrier Fees	948,333
State Gasoline Tax	1,667,229
Special City and County Taxes	102,000
Bridge, Tunnel, Ferry and Road Tolls	157,000
Federal Excise Taxes on Motor Vehicles, Parts, Tires, Gasoline, Oil	1,479,471
Total Special Imposts	4,354,033 (1)
General Contributions to Government	
Federal and State Corporation Taxes Paid by	
Motor Vehicle and Equipment Manufacturers	1,651,000 (2)
Rubber Manufacturers and Petroleum Refining:	
Total $785,000,000 (1)	
Auto Share (Arbitrary 75%)	590,000
Motor Vehicle Dealers and Filling Stations	198,549 (3)
Automotive Repair Service and Garages	7,911 (3)
Total Federal and State Corporation Taxes (Incomplete)	2,447,460
State Sales Taxes on Automotive Products	358,229 (1)
Personal Property Taxes	130,000 (4)
General Taxes Paid by Bus and Trucking Companies	32,575 (4)
Real Property Taxes on Bus and Truck Terminals, Garages, Parking Lots, Motor Vehicle Dealers, Filling Stations, Etc.	175,000 (4)
Total General Taxes	3,143,264
GRAND TOTAL, Automotive	**7,497,297**
Total Government Tax Receipts	**60,832,000 (2)**
Percent Automotive	**12.3%**

Note: Personal income tax payments by the millions of individuals directly or indirectly dependent on the automobile industry are not included.

(1) Estimated by Automobile Manufacturers Association.
(2) National Income Division, U. S. Department of Commerce.
(3) 1949 Federal Income Tax as Reported by U. S. Treasury Department.
(4) National Highway Users Conference. Data are believed to be substantially understated.

Federal Automotive Excise Taxes $1,550,000,000 in 1951



1951 Federal Automotive Excise Taxes by States

In Thousands of Dollars	Motor Fuel ①	Lubricating Oil	Automobiles	Trucks Buses and Trailers	Parts and Accessories	Tires and Tubes	Total Excise Taxes
Alabama	$ 8,274	$ 674	$ 7,340	$ 2,448	$ 1,795	$ 2,179	$ 22,710
Arizona	3,552	290	2,511	744	770	935	8,802
Arkansas	5,480	447	4,277	2,166	1,188	1,443	15,001
California	49,850	4,063	44,744	6,650	10,813	13,129	129,249
Colorado	5,766	470	4,919	1,331	1,251	1,519	15,256
Connecticut	7,734	630	8,346	865	1,678	2,037	21,290
Delaware	1,451	118	1,741	289	315	382	4,296
Florida	11,433	932	10,723	2,364	2,480	3,011	30,943
Georgia	11,192	912	10,694	3,105	2,428	2,947	31,278
Idaho	2,671	218	2,638	844	579	703	7,653
Illinois	31,890	2,599	39,977	4,750	6,917	8,399	94,532
Indiana	16,909	1,378	18,168	3,125	3,668	4,453	47,701
Iowa	10,978	895	10,897	2,336	2,381	2,891	30,378
Kansas	8,241	672	8,665	2,051	1,787	2,170	23,586
Kentucky	8,283	675	7,159	1,986	1,797	2,181	22,081
Louisiana	7,564	617	6,747	2,046	1,641	1,992	20,607
Maine	3,267	266	2,560	591	709	861	8,254
Maryland	7,745	631	8,896	1,176	1,680	2,040	22,168
Massachusetts	14,520	1,183	15,684	1,544	3,150	3,824	39,905
Michigan	26,771	2,182	39,172	4,302	5,807	7,050	85,284
Minnesota	11,023	898	12,809	2,106	2,391	2,903	32,130
Mississippi	6,246	509	4,830	2,157	1,355	1,645	16,742
Missouri	16,448	1,341	15,997	3,516	3,568	4,332	45,202
Montana	2,760	225	2,818	932	599	727	8,061
Nebraska	6,008	490	6,325	1,778	1,303	1,582	17,486
Nevada	1,176	96	703	197	255	310	2,737
New Hampshire	1,942	158	1,849	341	421	511	5,222
New Jersey	19,162	1,562	20,434	2,613	4,156	5,046	52,973
New Mexico	3,333	272	2,109	683	723	878	7,998
New York	38,161	3,110	47,939	5,237	8,278	10,050	112,775
N. Carolina	13,514	1,101	11,205	3,057	2,931	3,559	35,367
N. Dakota	2,240	183	2,645	762	486	590	6,906
Ohio	32,006	2,609	35,962	4,778	6,943	8,429	90,727
Oklahoma	8,757	714	7,875	2,340	1,899	2,306	23,891
Oregon	6,886	561	6,660	1,538	1,494	1,814	18,953
Pennsylvania	32,262	2,630	41,853	5,609	6,998	8,497	97,849
Rhode Island	2,336	190	2,793	307	507	615	6,748
S. Carolina	6,505	530	5,599	1,555	1,411	1,713	17,313
South Dakota	3,315	270	2,553	733	719	873	8,463
Tennessee	9,902	807	8,081	2,296	2,148	2,608	25,842
Texas	36,754	2,996	32,922	9,320	7,973	9,680	99,645
Utah	2,995	244	2,498	603	650	789	7,779
Vermont	1,395	114	1,305	283	303	367	3,767
Virginia	12,055	983	11,928	2,320	2,615	3,175	33,076
Washington	9,688	790	8,066	1,486	2,101	2,552	24,683
West Virginia	5,465	445	4,711	1,161	1,185	1,439	14,406
Wisconsin	12,633	1,030	13,881	2,226	2,740	3,327	35,837
Wyoming	1,895	154	1,463	533	411	499	4,955
Dist. of Col.	2,908	237	2,989	302	631	766	7,833
Continental U. S.	$553,341	$45,101	$576,660	$105,482	$120,028	$145,728	$1,546,340
Alaska	234	19	328	208	51	62	902
Hawaii	1,314	107	896	277	285	346	3,225
Total	$554,889	$45,227	$577,884	$105,967	$120,364	$146,136	$1,550,467

NOTE: Both the highway-user portion of total taxes paid and the distribution by states were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

① Includes receipts of $180,000 from the highway diesel-fuel tax that became effective November 1, 1951.

SOURCE: Preliminary Estimates by U. S. Bureau of Public Roads, Table E-4.

$1,550,000,000 in Federal Excise Taxes Paid by Motorists, 1951

	Gasoline ①	Oil ①	Tires & Tubes ②	Automobiles & Motorcycles ②	Trucks ②	Parts & Accessories ②	Total
1932	$ 56,870,043	4,099,103	7,545,071	4,221,263	720,155	1,900,111	$ 75,355,749
1933	163,919,018	12,927,982	23,836,119	22,475,888	3,046,827	4,443,072	230,648,906
1934	153,948,889	14,409,223	24,704,077	31,533,517	5,261,205	5,886,004	235,742,915
1935	155,897,545	16,714,973	28,102,445	42,262,454	6,674,269	7,019,010	256,670,696
1936	168,820,507	16,811,617	38,241,552	56,475,924	8,044,343	8,747,945	297,141,888
1937	183,737,970	19,535,322	40,088,006	64,721,886	8,811,653	9,619,924	326,514,761
1938	181,797,122	17,687,295	26,771,719	29,405,043	5,230,379	7,067,611	267,959,169
1939	198,410,360	17,305,162	41,131,327	51,063,558	7,144,897	8,956,583	324,011,887
1940	258,631,948	19,963,630	45,091,094	71,275,161	9,285,244	12,147,151	416,394,228
1941	341,187,349	25,434,078	71,858,422	101,463,602	14,253,275	18,561,869	572,758,595
1942	300,317,128	23,882,339	25,356,783	26,889,597	13,329,541	26,120,834	626,054,686*
1943	228,452,647	22,845,265	31,947,997	1,086,456	1,798,380	25,063,619	445,813,643*
1944	236,587,219	24,644,502	47,731,020	1,559,803	10,120,187	37,400,000	486,097,168*
1945	275,745,139	26,719,490	64,824,856	4,664,981	11,806,899	48,700,000	556,962,648*
1946	369,346,000	34,199,000	158,723,886	111,658,900	42,517,572	81,111,431	798,405,301*
1947	400,031,000	35,090,000	170,061,000	244,332,000	74,969,000	114,888,000	1,039,373,000*
1948	431,778,000	35,982,000	155,182,000	274,728,000	132,764,000	123,936,000	1,154,370,000
1949	459,856,000	38,321,000	129,991,000	448,193,000	110,238,000	94,064,000	1,280,663,000
1950	509,466,000	42,163,000	164,350,000	562,029,000	113,237,000	88,226,000	1,479,471,000
1951 ③	554,889,000	45,227,000	146,136,000	577,884,000	105,967,000	120,364,000	1,550,467,000

*Includes Federal motor vehicle use tax; 1942—210,158,464; 1943—134,619,279; 1944—128,054,437; 1945—124,501,283; 1946—848,532; 1947—2,000.

①Highway Users' Share. ②Estimated amounts paid on U. S. Government purchases are excluded. ③Preliminary estimate.

SOURCE: U. S. Bureau of Public Roads.

Federal Excise Tax Rates on Sales of Motor Vehicles, Parts, Tires, Gasoline and Oil

	MANUFACTURER'S EXCISE TAX ON WHOLESALE VALUES							Tax on Use of Motor Vehicles
Year	Automobiles	Trucks	Parts and Accessories	Gasoline Per Gal.	Lubricating Oil Per Gal.	Tires⑪	Tubes⑪	
1917①	3%	3%	—	—	—	—	—	—
1918	3%	3%	—	—	—	—	—	—
1919②	3%-5%	3%	5%	—	—	5%	5%	—
1920-1925	5%	3%	5%	—	—	5%	5%	—
1926③	5%-3%	3%	5%	—	—	5%	5%	—
1927	3%	—	—	—	—	—	—	—
1928④	3%	—	—	—	—	—	—	—
1929-1931	—	—	—	—	—	—	—	—
1932⑤	3%	2%	2%	1¢	4¢	2¼¢	4¢	—
1933⑥	3%	2%	2%	1¢-1½¢	4¢	2¼¢	4¢	—
1934-1939	3%	2%	2%	1¢	4¢	2¼¢	4¢	—
1940⑦	3%-3½%	2%-2½%	2%-2½%	1¢-1½¢	4¢-4½¢	2¼¢-2½¢	4¢-4½¢	—
1941⑧	3¼%-7%	2½%-5%	2½%-5%	1½¢	4½¢	2½¢-5¢	4½¢-9¢	—
1942⑨	7%	5%	5%	1½¢	4½¢-6¢	5¢	9¢	$7.09⑩
1943-1945	7%	5%	5%	1½¢	6¢	5¢	9¢	5.00
1946	7%	5%	5%	1½¢	6¢	5¢	9¢	⑫
1947-1950	7%	5%	5%	1½¢	6¢	5¢	9¢	—
1951⑬	7%-10%	5%-8%	5%-8%	1½¢-2¢	6¢	5¢	9¢	—
1952	10%	8%	8%	2¢	6¢	5¢	9¢	—

① Revenue Act of 1917—Effective October 4, 1917.
② Revenue Act of 1918—Effective February 24, 1919.
③ Revenue Act of 1926—repealed tax on motor trucks, tires, parts and accessories, effective February 26, 1926, and reduced tax on automobiles to 3%, effective March 29, 1926.
④ Repealed May 29, 1928.
⑤ Revenue Act of 1932—Effective June 7, 1932.
⑥ Tax on gasoline increased to 1½¢ per gallon on June 17, 1933, and reverted to 1¢ on January 1, 1934.
⑦ Revenue Act of 1940—Effective July 1, 1940.
⑧ Revenue Act of 1941—Effective October 1, 1941.
⑨ Effective November 1, 1942.
⑩ Effective February 1, 1942. In 1942 a tax of $2.09 per vehicle was collected for the unexpired five months of the fiscal year ending June 30, 1942. Thereafter the tax was $5.00 per vehicle for each fiscal year.
⑪ Tires and tubes were subject to the tax on automobiles, parts, or accessories under the revenue acts of 1918, 1921, and 1924 but the revenue Act of 1932 was the first to impose a separate tax upon them. Since 1932 the tax has been imposed on a poundage basis. On new vehicle sales the rates applying to complete vehicles were computed on value of tires and deducted to avoid double taxation on tires.
⑫ Repealed, effective July 1, 1946.
⑬ Revenue Act of 1951—Effective November 1, 1951.

Local Rural and Urban Highway Receipts and Expenditures

Receipts of Local Rural and Urban Units for Roads and Streets, 1949

	Local Rural Units		Incorporated and Other Urban Places		Total Local Units	
Local Revenue	(000)	%	(000)	%	(000)	%
Property Taxes						
Road, Street and Bridge Levies	$277,986	27.5	$90,835	8.2	$368,821	17.4
Special Assessments	2,891	.3	41,800	3.8	44,691	2.1
General Fund Appropriations	105,244	10.4	416,733	37.8	521,977	24.7
Local Highway User Imposts (1)	1,535	.2	20,384	1.8	21,919	1.0
Tolls	10,933	1.1	25,938	2.4	36,871	1.7
Parking Meter Fees	—	—	16,463 (4)	1.5	16,463 (4)	.8
Miscellaneous	21,540	2.1	36,850	3.3	58,390	2.8
Total Local Revenue	$420,129	41.5	$649,003	58.9	$1,069,132	50.6
Transfers						
From Incorporated and Other Urban Places	$1,223	.1	—	—	$1,223	.1
From Local Rural Units	—	—	8,606	.8	8,606	.4
From the State						
Highway User Imposts	437,400	43.2	142,891	13.0	580,291	27.5
Other (2)	24,324	2.4	1,669	.2	25,993	1.2
From the Federal Government (3)	4,954	.5	46	*	5,000	.2
Total Transfers	$467,901	46.3	$153,212	13.9	$621,113	29.4
Borrowings—Long Term	109,877	10.9	289,899	26.3	399,776	18.9
Borrowings—Short Term	13,730	1.4	10,027	.9	23,757	1.1
Total Borrowings	$123,607	12.2	$299,926	27.2	$423,533	20.0
Total Receipts	**$1,011,637**	**100.0**	**$1,102,141**	**100.0**	**$2,113,778**	**100.0**

(1) County motor fuel and wheel taxes, local motor fuel, wheel, registration, and other taxes and fees.
(2) Appropriations from state general funds for local roads, and proceeds of state sales, liquor, cigarette, chain store and other taxes.
(3) Includes national forest earnings apportioned to counties, payments in lieu of taxes, and other miscellaneous payments. Does not include Federal Aid secondary road or urban highway funds. (4) Incomplete.

Disbursements of Local Rural and Urban Units for Roads and Streets, 1949

	Local Rural Units		Incorporated and Other Urban Places		Total Local Units	
Local Rural Roads (1)	(000)	%	(000)	%	(000)	%
Current Direct Expenditures						
Right of Way (2)	$ 5,759	.6	—	—	$ 5,759	.3
Construction	243,363	24.6	—	—	243,363	11.9
Maintenance	494,434	49.9	—	—	494,434	24.1
Miscellaneous (3)	41,756	4.2	$82	*	41,838	2.0
Interest	29,104	2.9	—	—	29,104	1.4
Transfers to State	14,970	1.5	—	—	14,970	.7
Debt Retirement	88,240	8.8	—	—	88,240	4.3
Total Local Rural Roads	$917,626	92.6	$82	*	$917,708	44.8
State Highways (1)						
Current Direct Expenditures						
Right of Way (2)	$ 5,998	.6	$ 4,075	.4	$10,073	.5
Construction	1,862	.2	1,902	.2	3,764	.2
Maintenance	3,774	.4	290	*	4,064	.2
Interest	2,035	.2	—	—	2,035	.1
Transfers to State	15,576	1.6	5,194	.5	20,770	1.0
Debt Retirement	6,088	.6	—	—	6,088	.3
Total State Highways	$33,333	3.6	$11,461	1.1	$46,794	2.3
Streets of Incorporated and Other Urban Places (1)						
Current Direct Expenditures						
Right of Way (2)	$9,986	1.0	$ 13,062	1.3	$ 23,048	1.1
Construction	9,376	.9	301,062	28.4	310,438	15.1
Maintenance	1,271	.1	341,530	32.2	342,801	16.7
Miscellaneous (3)	—	—	53,169	5.0	53,169	2.6
Interest	—	—	42,878	4.0	42,878	2.1
Transfers to State	—	—	2,311	.2	2,311	.1
Transfers to Local Rural Units	—	—	1,269	.1	1,269	.1
Transfers to Inco. Places	9,000	.9	—	—	9,000	.4
Debt Retirement	—	—	198,227	18.7	198,227	9.7
Total Incorporated and Other Urban Places	$29,633	3.0	$953,508	90.0	$983,141	48.0
Total Highway Disbursements	$982,592	99.2	$965,051	91.1	$1,948,643	95.1
Allied Functions (4)	—	—	88,037	8.3	88,037	4.3
Non-Highway Purposes	8,140	.8	6,187	.6	14,327	.7
Total Disbursements	**$990,732**	**100.0**	**$1,059,275**	**100.0**	**$2,050,007**	**100.0**

(1) The classification by systems is not exact as local records are often inadequate. (2) Identifiable expenditures for right of way. Some such expenditures are probably included with expenditures for construction, maintenance and miscellaneous purposes. (3) Includes administration, engineering and other miscellaneous payments. (4) Incomplete. Represents reported expenditures for street lighting, storm sewers, sidewalk, and parking facilities. * Less than .1 percent.

SOURCE: U. S. Bureau of Public Roads, tables LF-R-1, UF-R-1, LF-D-1 and 2, and UF-D-1 and 2.

$2,334,358,000 in Local Rural and Urban Bonds Outstanding

Changes in Status of Highway Obligations of Local Rural and Urban Places, 1949

	Local Rural Units (000)	Incorporated and Other Urban Places (000)	Total Local Rural and Urban Units (000)
Total Debt Outstanding at Beginning of Year, 1949	$880,952	$1,324,103	$2,205,055
Long Term Debt			
Outstanding at Beginning of Year	$861,406	$1,311,188	$2,172,594
Issued			
Original	103,770	181,288	285,058
Refunding	5,822	107,055	112,877
Redeemed			
From Current or Sinking Funds	80,825	85,061	165,886
By Refunding	3,927	106,245	110,172
Outstanding at End of Year, 1949	$886,246	$1,408,225	$2,294,471
Short Term Debt			
Outstanding at Beginning of Year	$ 19,546	$ 12,915	$ 32,461
Issued			
Original	13,393	9,962	23,355
Extensions	110	65	175
Redeemed			
From Current or Sinking Funds	9,477	5,646	15,123
By Extensions or Funding	104	877	981
Outstanding at End of Year, 1949	$ 23,468	$ 16,419	$ 39,887
Total Debt Outstanding at End of Year, 1949	$909,714	$1,424,644	$2,334,358

SOURCE: U. S. Bureau of Public Roads, tables LD-C-1 and UD-C-1.

State Highway Bonds Outstanding January 1, 1951 Less Than 1940

State Highway Obligations, Issued, Redeemed, and Outstanding by Years

Year	Bonds Issued or Debt Assumed	Refunding Issues	Redemptions	Outstanding Debt at end of Year	Year	Bonds Issued or Debt Assumed	Refunding Issues	Redemptions	Outstanding Debt at End of Year
Prior to 1920	$198,488	$ —	$ 7,047	$ 191,441	1935	$111,398	$106,955	$163,877	$2,169,299
1920	37,672	—	3,707	225,406	1936	146,730	55,402	161,046	2,210,385
1921	150,627	—	3,088	372,945	1937	129,396	26,942	123,075	2,243,648
1922	104,214	500	4,445	473,214	1938	107,090	98,714	199,300	2,250,152
1923	105,622	610	13,996	565,450	1939	76,874	36,464	185,607	2,177,883
1924	124,997	480	12,606	678,321	1940	109,074	121,065	248,997	2,159,025
1925	123,079	9,577	21,630	789,347	1941	34,165	171,244	294,795	2,069,639
1926	169,827	2,870	28,978	933,066	1942	24,445	5,551	137,504	1,962,131
1927	185,050	13,855	46,104	1,085,867	1943	23,579	63,306	179,457	1,869,559
1928	143,828	6,177	48,071	1,187,801	1944	3,037	87,959	166,048	1,794,507
1929	289,218	10,268	48,293	1,438,994	1945	10,897	46,859	214,359	1,637,904
1930	180,265	13,025	59,829	1,572,455	1946	54,528	107,161	228,016	1,571,577
1931	351,206	5,493	49,357	1,879,797	1947	80,036	4,360	119,034	1,536,939
1932	202,906	17,678	61,840	2,038,541	1948	268,072	55,264	124,913	1,735,362
1933	122,818	6,536	59,056	2,108,839	1949	254,063	54,340	115,435	1,928,330
1934	69,875	182,817	246,708	2,114,823	1950	400,123	6,220	193,615	2,141,058

SOURCE: U. S. Bureau of Public Roads, Table SB-202.

State Motor Vehicle Fees and Gasoline Taxes

In Thousands of Dollars

	Gasoline Taxes			Registration Fees Including Special Motor Carrier Taxes		
	1941	1950	1951	1941	1950	1951
Ala.	18,401	34,059	37,585	6,853	11,761	14,854
Ariz.	5,362	10,895	12,377	1,577	4,481	5,250
Ark.	13,219	23,899	25,968	3,939	8,906	9,540
Calif.	58,094	142,705	155,053	35,815	114,882	131,644
Colo.	8,833	21,244	23,594	3,812	7,375	8,239
Conn.	11,804	19,415	20,905	8,586	11,628	12,375
Del.	2,504	4,471	4,860	1,456	1,908	2,135
Fla.	30,397	55,609	61,159	9,890	23,891	26,752
Ga.	26,086	51,386	52,891	3,061	5,769	5,685
Idaho	5,218	10,535	11,146	1,615	2,991	3,308
Ill.	45,261	60,385	71,495	26,567	41,790	46,918
Ind.	29,244	43,341	46,125	13,040	25,057	25,669
Iowa	15,400	28,777	29,869	14,646	28,908	32,110
Kan.	11,389	27,311	28,113	6,372	13,504	15,670
Ky.	16,180	36,925	39,456	6,517	14,700	15,061
La.	21,562	45,122	48,307	3,635	6,866	8,728
Maine	6,654	12,298	14,060	4,456	6,486	6,835
Md.	13,070	24,561	26,936	7,830	18,067	19,282
Mass.	22,536	27,703	30,869	8,043	8,215	14,786
Mich.	35,504	48,631	66,322	27,787	43,698	46,299
Minn.	19,055	35,541	37,033	19,577	23,004	26,318
Miss.	13,753	26,047	30,809	3,672	7,015	7,969
Mo.	14,451	21,088	22,390	12,655	19,115	20,300
Mont.	5,471	10,403	11,676	1,863	4,957	5,298
Neb.	12,357	23,977	21,601	3,227	8,461	7,532
Nev.	1,708	3,256	3,805	722	1,534	1,933
N. H.	3,716	5,096	5,807	3,295	4,210	4,664
N. J.	26,306	35,638	38,342	24,453	37,501	44,429
N. M.	5,102	14,439	14,725	2,485	5,639	6,485
N. Y.	74,520	96,244	99,119	54,004	76,451	82,550
N. C.	31,931	63,178	69,491	10,361	21,491	23,886
N. D.	3,625	5,563	7,364	2,071	5,267	6,434
Ohio	58,113	80,482	85,165	34,106	52,336	59,072
Okla.	18,976	38,348	40,714	7,115	20,703	22,614
Ore.	13,011	27,966	29,931	6,080	18,543	17,751
Pa.	64,872	106,612	112,977	41,333	56,209	59,553
R. I.	4,275	6,353	6,638	3,438	4,662	4,951
S. C.	16,060	29,070	34,753	3,045	5,751	6,278
S. D.	4,617	6,872	9,572	2,348	5,528	6,241
Tenn.	25,399	46,812	50,201	7,198	12,470	14,987
Texas	52,768	93,278	97,865	26,848	67,865	73,695
Utah	4,370	7,933	9,777	1,335	2,655	2,915
Vt.	2,930	4,819	5,035	2,750	4,061	4,195
Va.	22,896	44,875	49,156	8,854	14,726	16,023
Wash.	19,334	40,142	43,652	5,653	20,845	25,607
W. Va.	11,559	17,775	18,707	7,320	13,742	15,246
Wis.	22,926	33,232	34,677	16,703	26,106	28,657
Wyo.	3,014	5,221	6,555	981	2,484	2,754
D. of C.	3,479	7,697	7,997	2,253	4,119	4,659
TOTAL	957,312	1,667,229	1,812,624	511,242	948,333	1,054,136

SOURCE: U. S. Bureau of Public Roads.

78% of State Highway Funds From State Motor Taxes, 1950

Sources of Funds Expended for State Administered Highways, Exclusive of Income From Bond Issues

AMOUNTS IN THOUSANDS OF DOLLARS

	Highway User Revenues ①	Federal Aid (Regular)	General Taxes and Appropriations	Other ②	Total ③
1923	$162,949	$ 72,343	$61,810	$ 82,252	$379,354
1924	222,628	91,401	38,367	101,348	453,744
1925	289,173	92,180	54,880	86,790	523,023
1926	358,855	79,163	48,147	83,197	569,362
1927	416,725	80,160	49,565	96,412	642,862
1928	493,299	80,798	54,424	99,322	727,843
1929	565,351	77,573	71,737	85,917	800,578
1930	700,911	92,463	43,318	77,963	914,385
1931	639,586	155,344	35,438	131,655	962,023
1932	574,689	111,409	31,588	75,982	793,668
1933	498,231	175,244	27,713	35,101	736,289
1934	579,276	317,815	11,165	56,735	964,991
1935	589,816	215,239	7,843	33,229	846,127
1936	663,886	328,638	5,133	41,698	1,039,355
1937	832,039	266,275	2,985	29,317	1,130,616
1938	810,087	199,066	5,962	24,288	1,039,403
1939	845,863	175,858	3,448	40,873	1,066,042
1940	761,569	160,576	4,726	28,912	955,783
1941	850,243	149,109	4,122	32,768	1,036,242
1942	745,694	122,108	5,944	31,444	905,190
1943	645,739	119,494	22,266	15,812	803,311
1944	679,883	77,792	6,570	15,882	780,127
1945	787,947	51,525	42,782	21,172	903,426
1946	1,059,413	137,829	96,240	30,509	1,323,812
1947	1,143,058	258,547	17,607	36,628	1,455,840
1948	1,274,061	322,412	32,247	46,503	1,675,223
1949	1,490,716	371,817	46,584	59,843	1,968,960
1950	1,669,780	371,033	20,841	72,800	2,134,454
			PERCENTAGES		
1923	42.9%	19.1%	16.3%	21.7%	100.0%
1924	49.1	20.1	8.5	22.3	100.0
1925	55.3	17.6	10.5	16.6	100.0
1926	63.0	13.9	8.5	14.6	100.0
1927	64.8	12.5	7.7	15.0	100.0
1928	67.8	11.1	7.5	13.6	100.0
1929	70.6	9.7	9.0	10.7	100.0
1930	76.7	10.1	4.7	8.5	100.0
1931	66.5	16.1	3.7	13.7	100.0
1932	72.4	14.0	4.0	9.6	100.0
1933	67.7	23.8	3.8	4.7	100.0
1934	60.0	32.9	1.2	5.9	100.0
1935	69.7	25.4	.9	3.9	100.0
1936	63.9	31.6	.5	4.0	100.0
1937	73.6	23.6	.3	2.6	100.0
1938	77.9	19.2	.6	2.3	100.0
1939	79.3	16.5	.3	3.8	100.0
1940	79.7	16.8	.5	3.0	100.0
1941	82.1	14.4	.4	3.2	100.0
1942	82.4	13.5	.7	3.5	100.0
1943	80.4	14.9	2.8	2.0	100.0
1944	87.2	10.0	.8	2.0	100.0
1945	87.2	5.7	4.7	2.3	100.0
1946	80.0	10.4	7.3	2.3	100.0
1947	78.5	17.8	1.2	2.5	100.0
1948	76.1	19.2	1.9	2.8	100.0
1949	75.7	18.9	2.4	3.0	100.0
1950	78.2	17.4	1.0	3.4	100.0

①—This column presents only that portion of highway user revenues (registration fees, motor carrier, and gasoline taxes) which was used for state administered highways, and a portion of tolls collected. Thus, the $1,669,780,000 highway user revenues shown here for 1950 represents only 64% of the total of over $2,600,000,000 of highway user revenues and tolls disposed of in 1950. The remaining portion of the highway revenues was used for work on local roads and streets, for expenses of collection and administration, and for non-highway purposes.

②—Earnings of bond sinking funds, federal funds other than regular federal aid, transfers from local governments, and miscellaneous income.

③—Excluding income from issue of bonds, notes, etc.

SOURCE: U. S. Bureau of Public Roads (Table S.F.—3).

64% of Highway User Taxes Expended for State Highways, 1950

Disposition of Receipts from State Imposts* on Highway Users

FOR STATE HIGHWAY PURPOSES

IN THOUSANDS

Year	Expenses of Collection and Admin.	Construction Maint. and Adm. State Highways	Construction Maint. and Adm. State Park and Forest Roads	State Highway Police	Service of State Highway Obligations	Total, State Highway Purposes
1925	$11,961	$276,363	$ 61	$ 924	$ 23,280	$300,628
1926	16,350	320,339	—	492	27,802	348,633
1927	15,376	374,199	—	539	46,428	421,166
1928	15,875	420,442	—	1,592	49,446	471,480
1929	18,226	521,576	251	1,480	56,556	579,863
1930	20,319	561,331	251	3,455	62,818	627,855
1931	23,065	554,977	201	4,616	79,282	639,076
1932	20,707	458,040	1,236	5,597	85,592	550,465
1933	27,025	402,337	623	4,547	95,447	502,954
1934	28,975	371,916	1,317	8,752	127,912	509,897
1935	31,760	375,989	1,269	12,105	134,036	523,399
1936	37,942	419,552	1,597	13,967	150,097	585,213
1937	42,026	521,800	8,043	19,173	161,751	710,767
1938	43,977	490,773	7,698	23,403	171,802	693,676
1939	44,478	505,295	4,377	24,393	164,834	698,899
1940	46,693	576,295	3,007	26,449	148,728	784,479
1941	49,579	653,669	4,157	30,760	144,703	833,289
1942	46,056	538,910	3,042	33,816	153,624	729,393
1943	44,254	457,003	2,717	31,652	139,723	631,095
1944	44,566	484,130	2,264	28,088	150,416	664,898
1945	49,560	608,773	3,786	29,983	128,163	770,705
1946	58,506	869,120	3,443	39,181	125,314	1,037,088
1947	74,174	919,821	11,374	46,141	132,936	1,110,272
1948	83,961	1,057,515	7,207	56,444	115,682	1,236,848
1949	95,577	1,251,664	9,057	63,768	124,796	1,449,285
1950	99,985	1,373,847	23,943	71,945	127,969	1,597,704

FOR LOCAL ROADS AND STREETS

	For Work On County & Local Roads	For Work on City Streets	Service of Local Highway Obligations	Total	For Non-Highway Purposes	Net Total Funds Distributed
1925	$80,246	$ 3,988	$1,697	$85,931	$ 7,179	$405,699
1926	95,311	5,977	2,711	103,999	6,903	475,885
1927	109,018	3,797	1,540	114,355	8,793	559,690
1928	117,780	9,701	—	127,481	12,046	626,882
1929	151,975	14,189	—	166,164	14,697	778,980
1930	164,804	12,462	4,541	181,807	20,160	850,141
1931	170,118	20,080	5,781	195,979	23,600	881,720
1932	168,889	17,397	4,146	190,432	76,747	838,351
1933	171,586	17,894	4,071	193,551	91,577	815,107
1934	190,221	24,850	7,624	222,695	122,150	883,717
1935	207,716	22,708	7,710	238,134	147,143	940,436
1936	224,993	31,468	9,035	265,496	169,344	1,067,995
1937	232,859	43,145	3,772	279,776	163,082	1,195,651
1938	232,758	42,315	5,516	280,589	157,516	1,178,788
1939	245,882	46,446	9,557	301,885	181,654	1,226,916
1940	263,900	51,321	8,110	323,331	196,579	1,321,082
1941	288,548	58,537	7,019	354,104	215,039	1,452,011
1942	276,595	57,339	7,843	341,777	204,165	1,321,391
1943	235,675	44,286	6,612	286,573	155,455	1,117,377
1944	240,994	44,006	3,938	288,938	138,502	1,136,904
1945	264,437	47,360	3,884	315,681	99,834	1,235,780
1946	346,883	62,115	3,664	412,622	94,578	1,602,804
1947	383,754	93,174	6,849	483,777	170,818	1,838,741
1948	437,287	117,670	15,910	570,867	189,370	2,081,046
1949	472,415	131,344	22,357	626,116	166,111	2,337,089
1950	497,499	154,280	20,573	672,352	217,038	2,615,562

*Includes only state motor vehicle registration receipts, special state motor carrier taxes, and state gas taxes; does not include toll road, ferry, bridge and tunnel receipts, Federal excise or city and county levies.

SOURCE: U. S. Bureau of Public Roads (Table DF).

Only Half of Special State Motor Vehicle Taxes Are Spent on State Highways

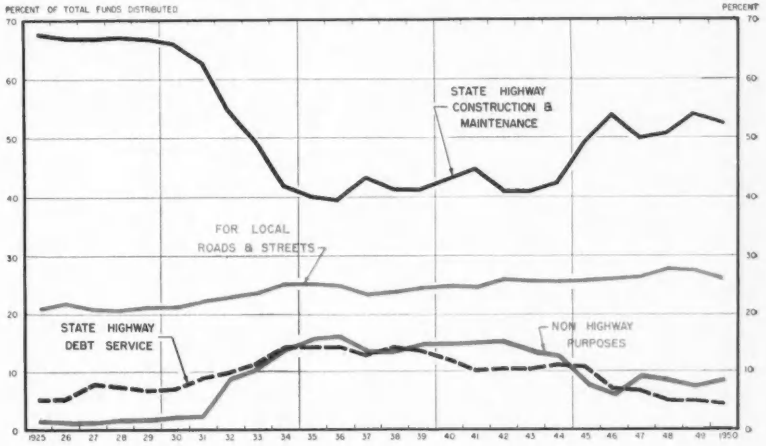

PERCENT OF TOTAL FUNDS DISTRIBUTED
PERCENT
STATE HIGHWAY CONSTRUCTION & MAINTENANCE
FOR LOCAL ROADS & STREETS
STATE HIGHWAY DEBT SERVICE
NON HIGHWAY PURPOSES
1925 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 1950

Chart is based on table on page 52.

PAR—Project Adequate Roads

Needless loss of lives, time, and money are being caused by the inability of our roads and streets to meet today's traffic demands. To meet this problem forty national organizations have formed the National PAR Committee to promote a public-interest program called Project—Adequate Roads, or PAR. Additional groups are being invited to join in the movement.

PAR'S objective is to stimulate and coordinate efforts for a continuing program for highway improvement in all states.

Necessary elements of a sound program include: (1) Proper classification of roads into systems, (2) Funds for adequate highway systems, (3) Dedication of highway use taxes to highway purposes, (4) Fair distribution of highway costs, (5) Improved Highway administration. Through PAR, united action to achieve these ends can be accomplished.

ADEQUATE ROADS FOR A STRONGER AMERICA
PAR
PROJECT ADEQUATE ROADS

For further information write:

NATIONAL PAR COMMITTEE
Arthur C. Butler, Secretary
952 National Press Building
Washington 4, D. C.

Road and Street Mileage By States

State	Total Rural	Total Urban	Total Surfaced ①	Total Non-Surfaced ①	Total
Ala.	60,028	4,306	44,550	19,784	64,334
Ariz.	27,168	1,524	10,279	18,413	28,692
Ark.	62,941	4,306	29,990	37,257	67,247
Calif. ①	97,681	19,332	75,055	41,728	117,013
Colo.	75,968	4,382	20,334	60,016	80,350
Conn.	10,548	4,527	14,704	371	15,075
Del.	3,772	556	3,405	923	4,328
Fla.	40,844	11,278	27,305	24,817	52,122
Ga.	89,398	5,396	25,253	69,541	94,794
Idaho	39,421	1,536	20,730	20,227	40,957
Ill. ①	103,416	20,138	87,704	15,712	123,554
Ind.	84,040	11,058	85,329	9,769	95,098
Iowa	101,172	10,217	77,017	34,372	111,389
Kan.	125,955	7,243	57,456	75,742	133,198
Ky.	58,006	3,585	39,807	21,784	61,591
La.	39,967	5,229	28,405	16,791	45,196
Maine	20,704	1,080	17,862	3,922	21,784
Md.	16,378	2,659	16,088	2,949	19,037
Mass.	17,548	6,329	22,762	1,115	23,877
Mich.	92,759	14,137	80,892	26,004	106,896
Minn.	109,738	11,380	87,612	33,506	121,118
Miss.	61,634	4,090	37,935	27,789	65,724
Mo.	100,453	12,698	80,395	32,756	113,151
Mont.	69,697	1,728	21,837	49,588	71,425
Neb.	99,969	5,427	37,762	67,634	105,396
Nev.	25,490	490	7,000	18,980	25,980
N. H.	12,539	1,046	9,941	3,644	13,585
N. J.	18,249	10,024	23,972	4,298	28,273
N. M.	61,733	1,643	10,021	53,355	63,376
N. Y.	82,724	16,779	83,658	15,845	99,503
N. C.	64,536	7,997	50,000	22,533	72,533
N. D.	114,044	865	28,597	86,312	114,909
Ohio ①	86,286	16,370	76,112	10,174	102,656
Okla.	91,871	6,738	28,806	69,803	98,609
Ore.	52,488	4,728	31,018	26,198	57,216
Pa.	87,883	16,166	67,871	36,178	104,049
R. I.	2,057	1,738	3,330	465	3,795
S. C.	47,036	2,947	18,773	31,210	49,983
S. D.	93,403	2,381	33,225	62,559	95,784
Tenn.	64,807	4,900	56,602	13,105	69,707
Texas	196,426	26,388	98,338	124,476	222,814
Utah	24,920	3,241	13,787	14,374	28,161
Vt.	12,970	802	10,994	2,778	13,772
Va.	49,242	3,999	47,762	5,479	53,241
Wash.	46,841	6,583	40,183	13,241	53,424
W. Va.	33,017	2,221	19,454	15,784	35,238
Wis.	86,314	8,908	86,025	9,197	95,222
Wyo.	25,955	827	8,449	18,333	26,782
D. of C.	—	1,017	1,009	8	1,017
TOTAL	**2,990,036**	**322,939**	**1,905,398**	**1,370,839**	**3,312,975**

①—**There were 36,738 miles not classified by surface in the following three states: California, 230 miles; Illinois, 20,138 miles; Ohio, 16,370 miles.**

SOURCE: U. S. Bureau of Public Roads (Tables M-1 and M-3).

Total Highway and Street Revenues From All Sources

Millions of Dollars

Year	FEDERAL GOVERNMENT PRA Regular Funds	Forest Serv. Nat'l Park Serv. & Office of Indian Affairs ②	WPA and PWA Misc.	Total	STATE GOVERNMENT Highway User Revenues	Other ① Revenue	Total	County and Local Rural Road Agencies	Urban Places	Grand Total
1929	$ 82	$11	—	$ 93	$ 746	$ 83	$ 829	$525	$725	$2,172
1930	129	17	—	146	810	60	870	528	787	2,331
1931	180	22	—	202	835	56	891	493	643	2,229
1932	177	21	—	198	741	56	797	389	474	1,858
1933	206	44	$ 57	307	697	41	738	296	373	1,714
1934	264	61	344	669	733	31	764	251	337	2,021
1935	253	64	237	554	762	21	783	255	335	1,927
1936	306	53	679	1,038	851	20	871	260	348	2,517
1937	276	42	472	790	991	19	1,010	265	335	2,400
1938	210	37	832	1,079	974	22	996	270	366	2,711
1939	182	35	712	929	1,001	22	1,023	275	382	2,609
1940	175	30	546	751	1,078	25	1,103	282	347	2,483
1941	162	26	349	537	1,187	38	1,225	263	295	2,320
1942	167	17	146	330	1,071	35	1,106	269	255	1,960
1943	179	7	—	186	918	50	968	266	205	1,625
1944	112	7	—	119	953	36	989	258	220	1,586
1945	63	15	—	78	1,086	101	1,187	268	316	1,849
1946	146	22	—	168	1,450	188	1,638	311	323	2,440
1947	285	38	—	323	1,594	106	1,700	355	433	2,811
1948	359	43	—	402	1,808	159	1,967	384	524	3,277
1949	422	64	—	486	2,075	173	2,248	420	604	3,758
1950	405	60	—	465	2,270	140	2,410	449	650	3,974
1951*	407	51	—	458	2,556	223	2,779	474	684	4,395

Total Highway Expenditures, Federal, State, Local and City

Millions of Dollars

Year	State Highways Total ③	Local Rural Roads Total	Urban Streets Total	ALL ROADS AND STREETS Fed. Exp. Not Else Inc. ⑥	Capital Outlay	Maint. and Admin.	Work Relief Const. ④	Interest on Hwy. Debt ⑤	Grand Total
1929	$ 799	$ 645	$739	$11	$1,254	$ 736	—	$204	$2,194
1930	983	700	799	17	1,505	772	—	222	2,499
1931	988	642	663	22	1,362	716	—	237	2,315
1932	839	518	491	21	964	665	—	240	1,869
1933	794	432	420	44	811	595	$ 56	228	1,690
1934	859	545	534	61	834	610	335	220	1,999
1935	727	494	461	64	720	616	202	208	1,746
1936	984	762	643	53	920	696	633	193	2,442
1937	949	672	584	42	918	715	429	185	2,247
1938	932	863	778	37	898	756	775	181	2,610
1939	905	841	665	35	879	725	664	178	2,446
1940	956	778	567	30	901	735	527	178	2,341
1941	952	658	480	26	825	776	346	169	2,116
1942	773	510	404	17	647	756	146	155	1,704
1943	607	419	321	7	431	777	—	146	1,354
1944	589	433	321	7	372	841	—	137	1,350
1945	645	447	327	13	367	928	—	137	1,432
1946	1,034	598	410	21	818	1,116	—	129	2,063
1947	1,504	743	557	34	1,403	1,314	—	121	2,838
1948	1,851	862	668	39	1,774	1,524	—	122	3,420
1949	2,110	936	794	57	2,144	1,624	—	129	3,897
1950	2,308	969	838	46	2,312	1,716	—	133	4,161
1951*	2,583	1,034	876	42	2,581	1,817	—	137	4,535

*—Preliminary.

Federal and State data are for calendar years. County and Local data are for varying fiscal years, as reported. Data for most recent years are partly-estimated.

①—Includes tolls from roads, bridges and ferries; earnings on debt service fund; and miscellaneous state imposts and revenues. ②—Includes expenditures of Forest Service and National Park Service funds by Bureau of Public Roads as well as direct expenditures by the Forest and Park Services.

③Includes expenditure by states on trans-city connections of state highways, also includes expenditures for state highway police. ④W.P.A., etc. ⑤Interest payments have been reduced by amounts paid to counties on reimbursement obligations, in order to avoid duplication. ⑥Expenditures by Forest Service, National Park Service and Office of Indian Affairs, practically all construction, and included as such in totals.

SOURCE: U. S. Bureau of Public Roads (Tables HF-1, HF-2 and HF-21).

1950 Diversion of Highway Revenues for Non-Highway Purposes Greatest in History

Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues
1924	$10,728	3.5%	1933	91,577	11.2%	1942	204,117	15.5%
1925	7,179	1.8	1934	122,150	13.8	1943	155,389	14.0
1926	6,903	1.5	1935	147,143	15.4	1944	138,437	12.3
1927	8,793	1.6	1936	169,278	15.9	1945	99,815	8.0
1928	12,046	1.9	1937	163,008	13.8	1946	94,578	5.9
1929	14,697	1.9	1938	157,449	13.4	1947	170,518	9.2
1930	20,160	2.3	1939	181,575	14.5	1948	189,370	9.0
1931	23,600	2.7	1940	196,491	14.8	1949	166,111	7.2
1932	76,747	9.1	1941	214,923	14.6	1950	217,038	8.3
						Total	$3,059,820	

11 States Diverted More Than 10% of Highway Revenues in 1950

In Thousands of Dollars	Amounts Diverted ①	Percent of Total Motor Taxes	In Thousands of Dollars	Amounts Diverted ①	Percent of Total Motor Taxes
Alabama	$ 2,258	4.9	N. Carolina	$ 2,232	2.6
Arkansas	494	1.5	Oklahoma	4,845	8.2
California	41,488	16.1	Oregon	547	1.2
Delaware	1,549	24.3	Rhode Island	5,176	47.0
Florida	21,600	27.2	S. Carolina	2,849	8.2
Georgia	22,302	39.0	Tennessee	10,115	17.1
Illinois	2,670	2.6	Texas	22,693	14.1
Indiana	755	1.1	Utah	544	5.1
Kansas	411	1.0	Vermont	8	.1
Minnesota	147	.3	Virginia	477	.8
Mississippi	105	.3	Washington	7,527	12.3
Montana	13	②	Wisconsin	4,470	7.5
New Jersey	30,842	42.2	Dist. of Col.	1,397	11.8
New Mexico	609	3.0			
New York	28,915	16.7	Total	$217,038	8.3

①—State general fund appropriations for highway purposes have been offset against non-highway allocations of highway user revenues in Arkansas, California, Connecticut, Florida, Illinois, Louisiana, Massachusetts, Michigan, Mississippi, Montana New Mexico, Oklahoma, Tennessee, Texas and Washington.

②—Less than one-tenth of one percent.

In five states, Delaware, Georgia, New Jersey, New York and Rhode Island, highway user revenues were placed in the state general fund where they were made available for highway and other purposes. In each of these states, highway user revenues exceeded general fund distributions for highways in 1950 and the amount of the excess is shown here.

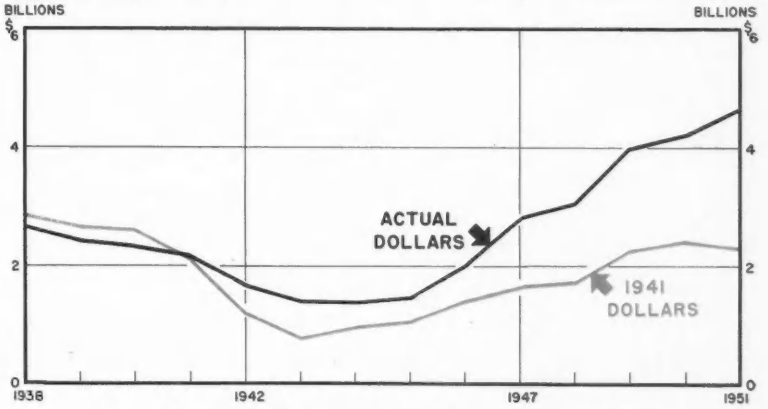
SOURCE: Compiled by Automobile Manufacturers Association from U. S. Bureau of Public Roads reports (Table DF).

21 States Have Anti-Diversion Amendments

States which have amended their constitutions so as to dedicate state motor vehicle and gasoline taxes for highway purposes are:

	Year Adopted		Year Adopted		Year Adopted
California	1938	Massachusetts	1948	Ohio	1947
Colorado	1934	Michigan	1938	Oregon	1942
Idaho	1940	Minnesota	1920	Pennsylvania	1945
Iowa	1942	Missouri	1928	South Dakota	1940
Kansas	1928	Nevada	1940	Texas	1946
Kentucky	1945	N. Hampshire	1938	W. Virginia	1942
Maine	1944	N. Dakota	1940	Washington	1944

Highway Expenditures Are Below Prewar After Adjusting for Higher Costs



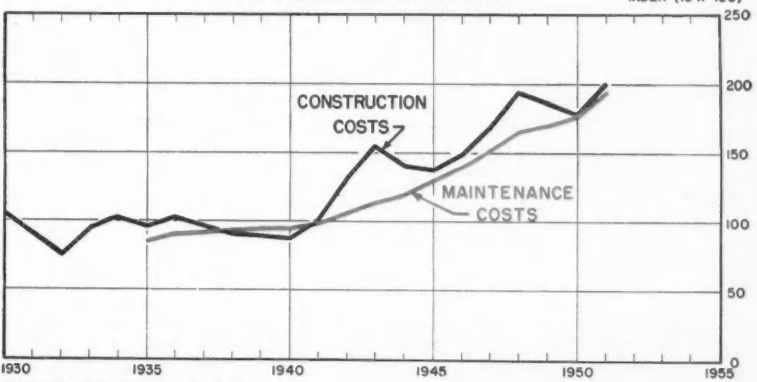
Federal, State, and Local Highway Expenditures, Actual and in 1941 Dollars

In Millions of Dollars

Year	Actual ①	1941 Dollars ②	Year	Actual ①	1941 Dollars ②
1938	2,429	2,685	1945	1,295	982
1939	2,268	2,504	1946	1,934	1,354
1940	2,163	2,402	1947	2,717	1,687
1941	1,947	1,947	1948	3,298	1,829
1942	1,549	1,287	1949	3,794	2,107
1943	1,208	951	1950	4,137	2,320
1944	1,213	957	1951 ③	4,500	2,271

① Excluding debt service.
② Actual expenditures deflated by highway construction and maintenance cost indexes.
③ Preliminary.
SOURCE: Calculated by A.M.A. from data of U. S. Bureau of Public Roads.

Highway Construction and Maintenance Costs Have Doubled Since 1941



SOURCE: U. S. Bureau of Public Roads.

Average Farmer Travels 6 Miles to Favorite Trading Center

Two-Thirds of Farms are on Improved Roads

Distance to Trading Center Visited Most Frequently

Total Distance		Distance Over Dirt or Unimproved Roads	
Under 1 Mile	391,260 or 7.3% of Total	0.0 to 0.2 Miles	2,298,916 or 42.7% of Total
1 to 4 Miles	2,072,940 or 38.4% of Total	0.3 to 0.9 Miles	446,105 or 8.3% of Total
5 to 9 Miles	1,640,239 or 30.5% of Total	1.0 to 4.9 Miles	1,325,188 or 24.6% of Total
10 Miles and Over	1,117,473 or 20.8% of Total	5.0 Miles and Over	391,754 or 7.3% of Total
Not Reported	160,250 or 3.0% of Total	Not Reported	920,199 or 17.1% of Total
Total	5,382,162 or 100%	Total	5,382,162 or 100%
Average Distance	6 Miles	Average Distance	1.4 Miles

Nearly One-Third of Farms are Located on Hard Surface Roads

Kind of Road on Which Farm is Located

	Total	Hard Surface	Gravel, Shell or Shale	Dirt or Unimproved	Not Reported
Number of Farms	5,382,162	1,647,184	1,804,602	1,678,019	252,357
Percent of Total Farms	100%	30.6%	33.5%	31.2%	4.7%

SOURCE: 1950 Census of Agriculture, U. S. Department of Commerce.

Postal Service Depends on Motor Vehicles

Government Rural Postal Trucks in Operation		Rural Delivery Service	
Number	15,755	Number of Routes	32,515
Hours Operated	41,169,923	Daily Mileage	1,479,509
Miles Traveled	157,289,984	Population Served	33,316,544

NOTE: Data is for fiscal year ending June 30, 1951.

SOURCE: Annual Report of Postmaster General.

* * *

"Since January 1, 1951, 201 truck routes have been placed into operation, and are trucking approximately $8.2 million of bulk mail traffic formerly routed over uneconomic short rail hauls. The mails in every case now move more quickly. (8.2 million dollars is the cost at 1951 rail rates; the cost of trucking the same mail is approximately 3.4 million dollars.)"

"Trucking is an all-postal operation. Aside from economy of direct line cost, mail-by-truck has other characteristics:

1. Elimination of side service
2. Greatly reduced handling
3. Speedier service over the road
4. Schedules set by and for postal needs
5. Less damage en route."

SOURCE: December 1, 1951 issue of "Post Haste", a Post Office Department publication.

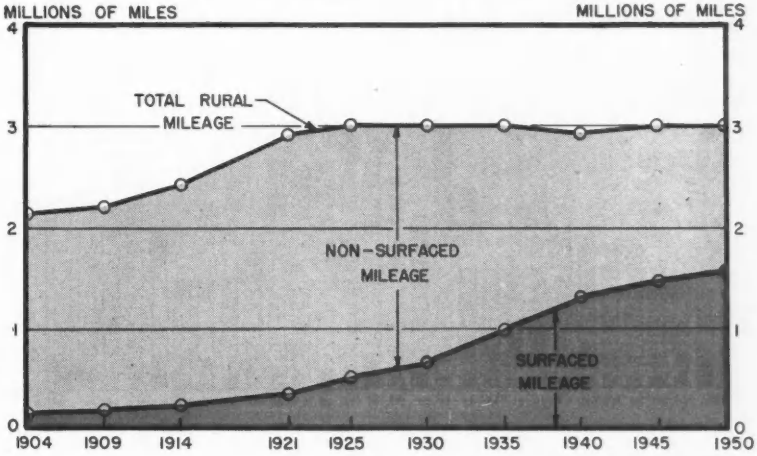
How Much Road Building Is Needed?

"Roads, like everything else, wear out. The age of the average road surface is 12 years. The age of the average roadbed on which these surfaces rest is 17 years. A study of primary rural highways has shown what may be expected in the future. Of the miles of high-type surfaces in service in 1950, it is estimated that 44 percent will be worn out by 1960; 74 per cent of the intermediate-type surfaces will wear out in the 10-year period; and 94 percent of the low-type surfaces will wear out . . ."

"It has been estimated that the total needed highway construction program in the United States will cost somewhere between $42 billion and $47 billion, at the 1950 price level. The cost of improving the 40,000 mile National System of Interstate Highways alone will probably be more than $11 billion."

SOURCE: "Highways in the United States"
U. S. Bureau of Public Roads.

Half of Rural Road Mileage Is Surfaced



Existing Rural Road Mileage at End of Year in Thousands of Miles

	SURFACED MILEAGE			NON-SURFACED MILEAGE			TOTAL MILEAGE		
	State Control	County & Local Control	Total	State Control	County & Local Control	Total	State Control	County & Local Control	Total
1904	—	—	154	—	—	1,997	—	—	2,151
1909	—	—	190	—	—	2,010	—	—	2,200
1914	—	—	257	—	—	2,188	—	—	2,445
1921	84	303	387	119	2,419	2,538	203	2,722	2,925
1925	145	376	521	130	2,355	2,485	275	2,731	3,006
1935	357	706	1,063	148	1,821	1,969	505	2,527	3,032
1945	450	1,045	1,495	91	1,426	1,517	541	2,471	3,012
1950	507	1,172	1,679	66	1,245	1,311	573	2,417	2,990

SOURCE: U. S. Bureau of Public Roads (Tables RM-200, RM-2, and M-2).

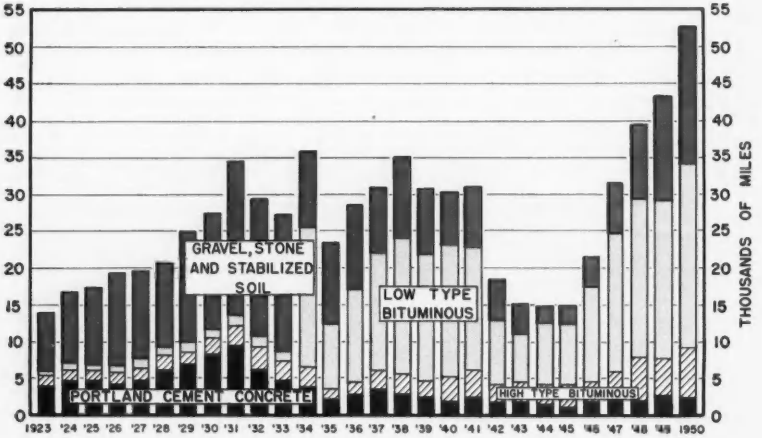
Revenues and Expenditures for Streets and Highways in Large Cities

In Thousands	1944	1945	1946	1947	1948	1949	1950*
CITIES 250,000 POPULATION AND OVER*							
Revenues (Certain Types Only)							
Taxes on Motor Fuel	$4,602	$4,555	$5,642	$6,710	$8,393	$9,283	$10,147
Vehicle and Operators Licenses	7,909	8,161	9,045	10,024	13,161	14,483	15,854
Parking Meters	2,298	2,334	2,588	2,964	3,838	5,113	7,231
Highway Aid from State	21,685	25,785	31,833	38,966	44,366	60,824	59,493
Expenditures:							
Capital Outlay ②	22,377	26,628	41,326	83,281	110,647	146,430	162,984
New Construction ②	18,167	18,465	30,559	55,668	82,336	124,935	123,652
Operation:							
Roadways	37,682	39,101	44,390	56,623 ①	67,630	78,341	82,864
Snow and Ice Removal	3,533	7,638	5,216	9,417	18,257	9,012	6,442
Street Lighting	28,069	28,836	29,269	30,426	31,987	33,852	35,237
Bridges, Tunnels, Etc.	6,314	6,909	7,626	①	①	①	①
Other	810	702	781	1,358	345	326	336
Total	**76,408**	**83,186**	**87,282**	**97,824**	**118,219**	**121,531**	**$124,879**

①—"Bridges, Tunnels, etc." included with "Roadways."
②—"Capital Outlay" includes "New Construction" plus purchase of land and existing structures, and equipment. Capital expenditures for street lighting, snow removal, sidewalks and curbs are included.
*Data for 1949 and earlier years cover 37 cities having over 250,000 inhabitants in 1940. Data for 1950 are on basis of 1950 population count and cover 39 cities in the over 250,000 group.

SOURCE: U. S. Department of Commerce, Bureau of the Census, Government Division.

52,123 Miles of Surfaced Roads Built By States


GRAVEL, STONE AND STABILIZED SOIL
LOW TYPE BITUMINOUS
PORTLAND CEMENT CONCRETE
HIGH TYPE BITUMINOUS
THOUSANDS OF MILES
0 5 10 15 20 25 30 35 40 45 50 55
1923 '24 '25 '26 '27 '28 '29 '30 '31 '32 '33 '34 '35 '36 '37 '38 '39 '40 '41 '42 '43 '44 '45 '46 '47 '48 '49 1950

Surfaced Roads Built by State Highway Departments*

	Portland Cement Concrete ①	High Type Bituminous	Low Type Bituminous	Gravel, Stone and Stabilized Soil	Total
1941	2,235	4,204	16,564	8,035	31,038
1942	1,471	2,855	8,700	5,335	18,361
1943	1,155	3,495	7,121	3,661	15,432
1944	668	3,444	8,699	1,919	14,730
1945	455	3,598	8,655	2,287	14,995
1946	781	4,180	11,956	4,356	21,273
1947	1,258	5,133	18,079	7,057	31,527
1948	1,588	6,443	21,301	10,619	39,951
1949	1,575	6,204	21,192	13,876	42,847
1950	1,380	8,245	24,934	17,564	52,123

*Includes mileage built by state highway departments on county, local, and city roads and streets not under state control in a few states, and on forest, park, and institutional roads.
①Includes negligible amounts of other high-type surfaces.
SOURCE: U. S. Bureau of Public Roads (Tables SMB-1A, 2, 3, 4, and 5).

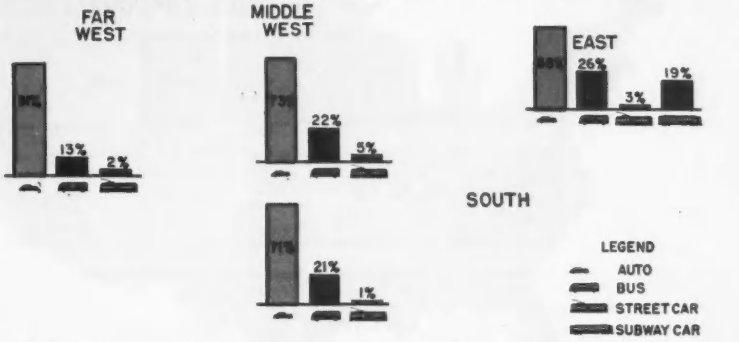
89% of State Highway Mileage is Surfaced

Total State Highway Mileage in Use

	1944	1945	1946	1947	1948	1949	1950	%
Primitive	1,978	2,178	2,436	2,390	2,055	2,392	2,248	.4
Unimproved	39,247	40,025	41,775	37,732	37,811	33,573	30,566	5.0
Graded & Drained	50,262	50,022	48,373	43,060	41,228	38,340	33,643	5.5
Soil-Surfaced	28,616	28,522	27,288	43,896	42,717	43,337	40,687	6.7
Gravel or Stone	109,594	109,929	109,392	92,246	90,140	90,587	92,191	15.2
Bituminous Surface-Treated	97,633	99,239	103,092	111,683	118,721	125,604	133,847	22.0
Mixed Bituminous	73,120	74,864	76,720	82,101	85,926	90,805	97,560	16.0
Bituminous Penetration	34,662	34,742	35,378	32,782	33,419	33,962	34,210	5.6
Bituminous Concrete & Sheet Asphalt	30,536	33,503	35,828	38,721	43,284	46,666	51,828	8.5
Portland Cement Concrete	94,245	93,174	92,553	91,338	92,265	90,897	89,311	14.7
Brick	3,300	3,122	2,949	2,575	2,521	2,338	2,184	.4
Block	295	254	226	197	206	198	193	—
Dual-type	3,396	3,439	3,400	3,514	*	*	*	—
Unclassified	293	221	—	—	—	—	—	—
Total	867,177	873,234	879,410	882,235	890,293	898,699	908,468	100
Percent Surfaced	83.9	83.9	84.0	85.7	86.3	87.6	89.1	

*Dual-type mileage included with predominant type of the two or more surfaces involved.
SOURCE: U. S. Bureau of Public Roads (Tables SM-2, 3, 4).

Passenger Cars Used Most To Get To Work

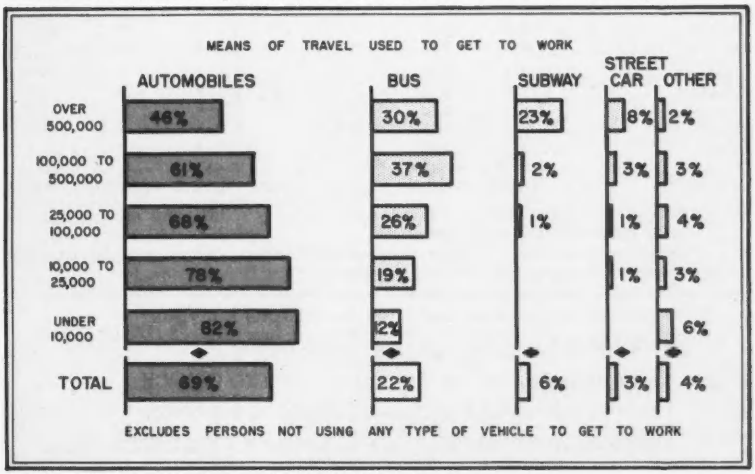


Percent of Persons Using Various Forms of Transport To Get to Work

BY CITY SIZE	500,000 & Over	100,000 to 500,000	25,000 to 100,000	10,000 to 25,000	Under 10,000
Percent Walking Only	5.0%	7.1%	10.3%	15.3%	21.4%
Percent Riding	95.0	92.9	89.7	84.7	78.6
Percent of Riders Using: (Persons using some form of transport equals 100%)*					
Automobile	45.7%	60.8%	68.3%	78.3%	82.3%
Bus	30.1	37.2	26.4	18.6	11.6
Street Car	8.1	3.2	1.3	.8	.3
Railroad	1.8	.9	1.8	1.3	.4
Subway	22.5	2.4	1.0	.3	.2
Other	4.0	2.9	4.0	3.5	5.9

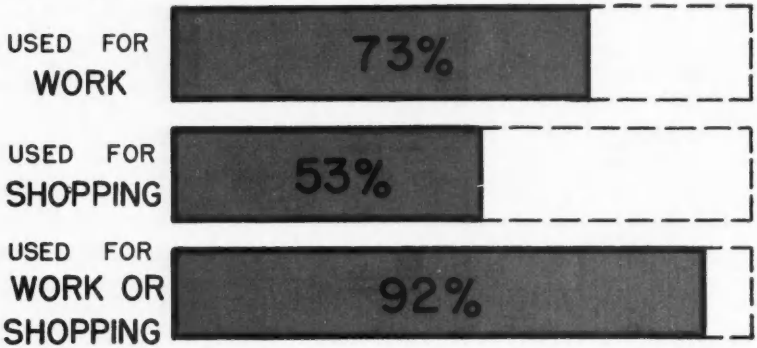
BY REGION	East	Middle West	South	Far West	Total
Percent Walking Only	9.8%	15.5%	20.3%	19.8%	14.3%
Percent Riding	91.2	84.5	79.7	90.2	85.7
Percent of Riders Using: (Persons using some form of transport equals 100%)*					
Automobile	57.5%	72.9%	71.2%	80.9%	69.0%
Bus	26.2	21.8	21.4	12.9	21.7
Street Car	2.6	4.5	.8	2.1	2.6
Railroad	2.4	.9	.1	.5	1.1
Subway	18.9	—	—	—	5.6
Other	3.9	4.1	5.9	4.8	4.6

*Details add to more than 100 percent since some riders used more than one form of transport.



SOURCE: 1951 Survey by the Crowell-Collier Publishing Company.

92% of Cars Are Used Each Week for Work, Shopping or Both



Essentiality of Passenger Cars is Shown in 7 Different Measures

	PEOPLE USING CARS			CARS USED			
Purpose of Use	Percent Using Cars for Indicated Purpose on Average Day	Percent of Trips for Indicated Purpose	Percent of Miles for Indicated Purpose	Percent Used for Indicated Purpose on Average Day	Percent Used for Indicated Purpose on Average Week	Percent of Trips for Indicated Purpose	Percent of Miles for Indicated Purpose
To or From Work	37.2%	28.6%	*	*	*	*	*
Use on the Job	9.3	8.4	*	*	*	*	*
Farming	2.4	2.2	*	*	*	*	*
Total Work**	46.6	39.1	46.4	60.1	72.5	47.7	57.1
Shopping	22.7	17.1	11.2	25.2	53.2	17.8	12.0
Total Work or Shopping**	62.6	55.6	57.0	75.4	91.9	64.9	68.3
School	5.2	4.0	*	*	*	*	*
Church	8.0	6.1	*	*	*	*	*
Doctor	4.3	3.1	*	*	*	*	*
Visiting	14.2	10.4	*	*	*	*	*
Pleasure	11.5	8.8	*	*	*	*	*
Movies	4.3	3.1	*	*	*	*	*
Sports	1.5	1.1	*	*	*	*	*
Other	13.2	9.6	*	*	*	*	*
Total**	100.0	100.0	100.0	100.0	100.0	100.0	100.0

NOTE: Survey was made during January and February, 1951, and reflects car use under winter driving conditions.

*Detail not available. **Detail does not add to total because of multiple usage

SOURCE: Survey of Automobile Manufacturers Association by Alfred Politz Research, Inc.

22,000,000 cars are used each week for EARNING A LIVING

* * *

16,000,000 cars are used each week for SHOPPING

* * *

4,400,000 cars are used each week for GOING TO CHURCH

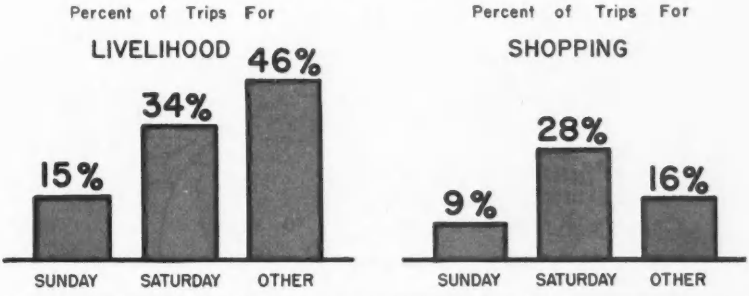
* * *

1,800,000 cars are used each week for SCHOOL PURPOSES

* * *

1,600,000 cars are used each week for GOING TO THE DOCTOR, etc.

Sunday and Saturday Use of Cars Differs From Rest of Week



27.5 Million Persons Use Passenger Cars Daily for Earning a Living

28% of Adults in Non-Car-Owning Households Depend on Passenger Cars

Persons Using Car at Least Once For:	Living in Households Owning Cars Number (000,000)	%	Living in Households Not Owning Cars Number (000,000)	%	Living in All Households Number (000,000)	%
To and From Work	18.8	37.7	3.2	34.5	22.0	37.2
Use on the Job	4.9	9.9	.6	6.3	5.5	9.3
Farming	1.4	2.9	—	0.4	1.4	2.4
Total Work*	**23.7**	**47.6**	**3.7**	**40.1**	**27.8**	**46.7**
Shopping	12.1	24.3	1.3	13.7	13.4	22.7
Total Work and Shopping*	**32.2**	**64.6**	**4.8**	**51.1**	**37.0**	**62.7**
School	2.8	5.7	.2	2.5	3.0	5.2
Church	4.1	8.2	.6	6.7	4.7	8.0
Doctor	2.2	4.3	.4	3.9	2.5	4.3
Visiting	6.6	13.3	1.7	18.7	8.4	14.2
Pleasure	5.7	11.4	1.1	11.6	6.8	11.5
Movies	2.2	4.3	.4	4.2	2.5	4.3
Sports	.8	1.5	.1	1.4	.9	1.5
Other	6.9	13.8	1.0	10.6	7.8	13.2
Total Adults Using Cars*	**49.8**	**100.0**	**9.4**	**100.0**	**59.1**	**100.0**
Total Adults in Households	**76.9**	—	**33.1**	—	**110.0**	—
Percent Adults Using Cars	**64.7%**	—	**28.4%**	—	**53.7%**	—

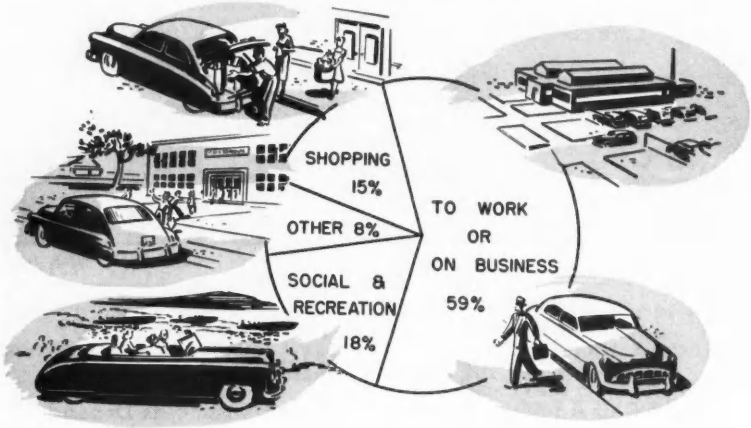
*Detail does not add to total because of multiple usage.

SOURCE: Survey for Automobile Manufacturers Association by Alfred Politz Research, Inc.

45% of All Employed Persons Use Cars on An Average Day in Connection with Their Work

Occupation	Percent
Professional, Managerial	53.0%
Clerical	42.7
Sales and Insurance	43.0
Craftsmen, Foremen, Skilled	51.8
Operatives, Laborers, Semi-Skilled	46.6
Farmers, Farm Laborers	26.9
Service Workers	40.3
Total Employed	**44.7**
Other	3.9
TOTAL	**25.0**

Traffic Surveys Show That 59% of City Driver Trips are for Purpose of Making a Living

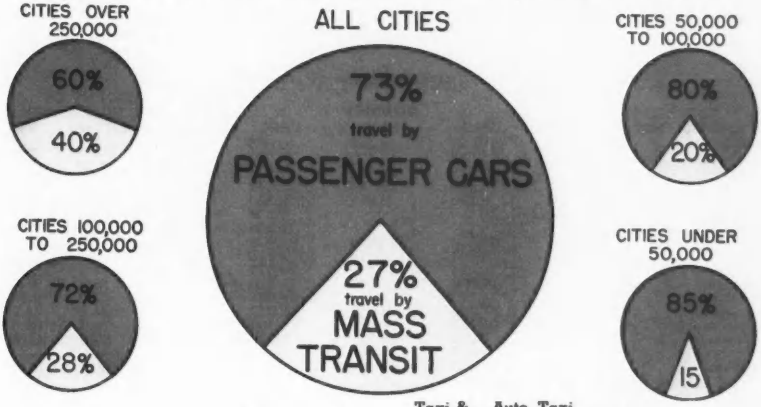


Purpose of Trips and Percent of Total

Metropolitan Area	Year of Survey	Work	Business	Shopping	Medical-Dental	School	Eat Meal	Social Rec.	Total
Allentown-Bethlehem, Pa.	1948	49.9%	9.8%	9.5%	1.4%	.7%	13.4%	15.2%	100%
Athens, Ga.	1947	19.8	37.5	7.8	1.4	9.3	6.7	17.3	100
Augusta, Ga.	1946	41.8	21.9	11.9	1.1	.9	10.7	11.7	100
Baltimore, Md.	1945	46.4	23.0	10.5	2.0	.9	1.0	15.2	100
Bay City, Mich.	1948	25.9	16.1	17.8	1.4	.3	11.6	26.8	100
Boston, Mass.	1945	62.2	8.4	10.3	1.5	1.0	3.0	13.6	100
Charleston, S. C.	1946	27.8	16.7	13.5	1.6	1.7	1.9	36.7	100
Columbus, Ga.	1945	26.3	27.4	18.0	1.4	3.1	7.0	16.8	100
Duluth, Minn. & Superior, Wisc.	1948	47.5	12.8	14.9	——	3.0	——	21.8	100
Fargo, N D.	1949	43.2	14.1	9.8	.4	.8	9.1	22.6	100
Grand Rapids, Mich.	1947	33.4	18.0	20.0	1.1	.3	7.2	20.0	100
Green Bay, Wisc.	1947	——	61.2	——	3.2	2.5	.6	19.3	100
Harrisburg, Pa.	1948	53.4	10.5	11.3	1.1	.0	3.4	15.4	100
Indianapolis, Ind.	1945	33.5	20.6	18.0	3.1	.7	1.7	22.4	100
Kalamazoo, Mich.	1945	42.8	11.9	12.1	1.2	1.1	7.8	23.2	100
Lansing, Mich.	1946	46.5	10.5	17.6	.9	1.5	8.1	14.9	100
Macon, Ga.	1946	49.2	18.0	9.7	1.6	1.1	13.0	7.4	100
Moorhead, Minn.	1949	45.7	14.9	8.2	.6	.7	9.8	20.1	100
Muskegon, Mich.	1945	36.7	14.3	14.7	.6	.4	6.6	26.8	100
Norristown, Pa.	1949	40.6	14.9	13.7	1.6	.3	2.6	25.0	100
Phoenix, Ariz.	1947	38.0	15.1	19.9	1.4	.9	4.1	20.5	100
Pontiac, Mich.	1947	43.2	18.1	15.5	1.5	.9	4.6	16.1	100
Port Huron, Mich.	1947	45.1	8.8	19.2	1.2	.8	4.6	20.2	100
Portland, Ore.	1946	44.0	16.8	16.0	1.0	.3	4.3	17.6	100
Reading, Pa.	1946	51.4	20.1	5.9	2.0	1.6	7.0	12.0	100
Sacramento, Calif.	1948	49.3	10.2	19.0	.9	1.1	4.7	14.9	100
Saginaw, Mich.	1948	34.5	18.9	21.4	1.9	.3	8.9	14.2	100
Salt Lake City, Utah	1946	43.2	18.1	11.8	1.3	1.3	3.1	21.2	100
Scranton, Pa.	1950	58.5	6.1	10.5	.6	1.8	2.6	19.7	100
Seattle, Wash.	1946	49.5	14.7	12.6	——	5.3	——	17.9	100
South Bend, Ind.	1945	25.1	23.0	20.7	1.6	.3	6.2	23.2	100
Tacoma, Wash.	1948	47.1	14.5	13.2	1.5	1.2	4.2	18.5	100
Tucson, Ariz.	1948	36.6	17.9	20.3	1.7	2.6	3.8	17.0	100
Washington, D. C.	1948	50.8	9.2	14.2	1.3	1.7	4.1	18.8	100
Wilmington, Del.	1948	47.9	13.7	11.9	——	7.9	——	18.5	100
TOTAL 35 Areas		**44.0**	**15.1**	**14.5**	**1.4**	**1.1**	**5.4**	**18.3**	**100%**

SOURCE: Surveys by city and state traffic engineers in cooperation with U. S. Bureau of Public Roads. Trips by drivers to serve a passenger or to return home have been excluded.

Dependence on Cars Increases as City Size Decreases



Cities	Auto Driver	Auto Passenger	Taxi & Truck Pass.	Auto, Taxi & Truck Pass. & Drivers	Mass Transit	Total
Cities Over 250,000 Population						
Baltimore, Md.	29.2%	13.9%	3.1%	46.2%	53.8%	100.0%
Washington, D. C.	36.6	21.1	2.9	60.7	39.3	100.0
San Francisco, Calif.	43.5	21.3	1.6	66.4	33.6	100.0
Seattle, Wash.	43.2	21.5	0.7	65.4	34.6	100.0
Newark, N. J.	33.5	16.6	0.4	50.5	49.5	100.0
Indianapolis, Ind.	46.8	17.6	0.7	65.1	34.9	100.0
Portland, Ore.	47.0	24.6	0.5	72.1	27.9	100.0
Total	39.1	19.6	1.5	60.3	39.7	100.0
Cities 100,000 to 250,000 Population						
Worcester, Mass.	42.0	22.0	1.0	65.7	34.3	100.0
Salt Lake City, Utah	45.5	27.4	1.9	74.7	25.3	100.0
Grand Rapids, Mich.	54.5	32.1	0.5	87.1	12.9	100.0
Spokane, Wash.	46.7	21.5	1.5	69.7	30.3	100.0
Tacoma, Wash.	51.3	23.2	0.4	74.9	25.1	100.0
Sacramento, Calif.	57.5	25.4	1.5	84.4	15.6	100.0
Erie, Pa.	51.5	25.6	—	77.1	22.9	100.0
South Bend, Ind.	63.7	17.9	0.5	82.1	17.9	100.0
Wilmington, Del.	38.9	25.4	1.2	65.5	34.5	100.0
Reading, Pa.	38.5	16.2	0.3	55.0	45.0	100.0
Allentown, Pa.	44.0	23.9	—	67.9	32.1	100.0
Phoenix, Ariz.	53.8	28.6	1.5	83.8	16.2	100.0
Duluth, Minn.	44.9	26.3	0.2	71.4	28.6	100.0
Scranton, Pa.	30.2	21.2	1.3	52.6	47.4	100.0
Total	47.4	24.1	0.9	72.4	27.6	100.0
Cities 50,000 to 100,000 Population						
Albuquerque, N. M.	53.4	32.1	1.0	86.5	13.5	100.0
Saginaw, Mich.	60.8	29.9	0.7	91.4	8.6	100.0
Lansing, Mich.	59.4	26.5	0.8	86.7	13.3	100.0
Columbus, Ga.	39.7	19.8	—	59.5	40.5	100.0
Pontiac, Mich.	50.5	29.1	1.2	80.8	19.2	100.0
Macon, Ga.	34.0	16.4	4.3	54.7	45.3	100.0
Charleston, S. C.	40.1	27.8	1.9	59.8	30.2	100.0
Kalamazoo, Mich.	54.1	27.4	0.8	82.3	17.7	100.0
Bay City, Mich.	56.5	33.0	0.5	90.0	10.0	100.0
Total	51.4	27.4	1.1	80.0	20.0	100.0
Cities less than 50,000 Population						
Muskegon, Mich.	50.2	35.1	0.6	85.9	14.1	100.0
Tucson, Ariz.	57.0	29.7	0.6	87.3	12.7	100.0
Fargo, N. D.	56.1	33.1	0.6	89.8	10.2	100.0
Port Huron, Mich.	51.5	29.8	0.5	81.8	18.2	100.0
Superior, Wisc.	50.2	30.2	1.2	81.6	18.4	100.0
Moorhead, Minn.	59.8	31.0	0.6	91.4	8.6	100.0
Norristown, Pa.	49.3	23.8	1.7	74.7	25.3	100.0
Total	53.4	30.4	0.8	84.6	15.4	100.0
Grand Total, Weighted*	**46.6**	**25.0**	**1.1**	**73.0**	**27.0**	**100.0**

***Calculated from group averages weighted by relative population in all U. S. cities in each population group.**

SOURCE: Compiled by Automobile Manufacturers Association from postwar surveys by city and state traffic engineers in cooperation with U. S. Bureau of Public Roads.

Motor Trucks Haul Large Volume

Truck Receipts of Farm Products at Important Markets

Fruits and Vegetables (Carlots)	NUMBER 1949	1950	1951	PERCENT OF ALL SHIPMENTS 1949	1950	1951
Atlanta	18,791	19,046	19,875	76.0	78.7	79.2
Baltimore	15,551	14,173	13,726	52.4	52.3	50.4
Boston	15,417	15,754	17,534	33.9	36.0	38.4
Chicago	22,900	20,195	21,549	25.8	24.6	25.8
Cleveland	6,736	5,971	6,383	37.4	25.4	26.4
Denver	—	—	6,230	—	—	49.1
Detroit	—	—	5,164 ②	—	—	15.8
Los Angeles	83,912	89,924	94,978	85.2	86.9	87.7
New Orleans ①	3,641	4,374	4,778	36.4	43.8	44.3
New York	72,284	69,839	70,577	35.3	34.5	35.2
Oakland	10,078	11,107	12,228	74.9	76.5	76.6
Philadelphia	34,373	32,548	34,550	50.6	50.0	52.9
St. Louis	7,455	6,083	5,877	38.8	24.8	24.2
San Francisco	16,377	16,977	18,305	76.1	76.7	80.6
Washington, D. C.	7,978	8,505	9,094 ③	55.2	59.6	59.6
Total	**315,493**	**314,496**	**340,848**	**48.1**	**47.9**	**47.7**

①—Excluding truck shipments originating in Louisiana. ②—11 months only. ③—Incomplete.

Butter (1,000) lbs.						
Atlanta	1,144	2,081	2,567	71.5	91.3	99.5
Boston	6,270	13,496	12,902	16.4	36.5	41.6
Chicago	137,759	129,094	127,130	77.1	76.6	81.3
Cleveland	2,726	6,061	4,412	38.9	52.6	55.8
Detroit	25,174	23,125	19,580	78.9	76.7	79.9
Los Angeles	22,094	21,439	12,301 ③	66.1	64.8	34.9
New York	60,354	67,483	54,135	38.6	45.2	33.5
Philadelphia	10,882	17,560	15,413	24.1	36.1	31.2
St. Louis	3,177	6,642	3,510	78.0	64.0	98.6
San Francisco	20,860	19,275	11,039	75.0	68.9	38.9
Total	**290,440**	**306,256**	**262,989**	**55.5**	**59.0**	**52.6**
Shell Eggs (1,000 cases)						
Atlanta	504	641	662	91.8	99.2	96.9
Baltimore	127	305	362	40.2	92.4	98.9
Boston	1,104	1,196	1,222	84.4	98.4	98.9
Chicago	3,041	3,694	3,700	88.1	93.2	96.8
Cincinnati	511	551	615	99.4	99.6	100.0
Cleveland	457	630	557	97.9	98.4	98.9
Detroit	1,218	1,372	1,372	97.1	98.7	99.2
Los Angeles	1,158	1,412	1,605	90.0	97.9	97.5
New Orleans	360	384	432	91.4	99.2	99.3
New York	3,716	4,076	4,393	73.0	88.8	94.1
Philadelphia	999	1,299	1,336	86.0	98.1	98.0
St. Louis	1,214	1,061	1,134	97.2	98.8	99.5
San Francisco	933	937	976	86.0	94.0	89.2
Total	**15,342**	**17,558**	**18,366**	**84.7**	**94.6**	**96.6**

75% of Livestock Receipts of Stockyards Hauled by Truck

Thousands of Head	By Truck	Total Receipts Cattle	Percent Trucked	By Truck	Total Receipts Hogs	Percent Trucked
1941	10,491	15,228	68.9	21,607	30,659	70.5
1950	13,585	17,917	75.8	27,966	35,325	79.2
1951	12,828	17,016	75.4	30,977	38,722	80.0
		Calves			**Sheep and Lambs**	
1941	4,132	6,128	67.4	7,754	22,817	34.0
1950	4,064	5,225	77.8	6,822	15,435	44.2
1951	3,735	4,722	79.1	6,171	13,718	45.0

Total Livestock (Carlot Equivalents)

	Receipts By Trucks	Receipts By Rail	Total Receipts	Percent Trucked
1938	545,715	414,760	960,475	56.8
1939	590,119	391,855	981,974	60.1
1940	662,499	387,962	1,050,461	63.1
1941	684,167	356,235	1,040,402	65.8
1946	698,275	535,488	1,233,763	56.6
1947	831,379	436,947	1,268,326	65.5
1948	779,286	357,519	1,136,805	68.6
1949	820,045	320,890	1,140,935	71.9
1950	843,635	278,967	1,122,602	75.1
1951	846,356	270,568	1,116,924	75.8

ne of Farm Products to Market

Nearly All Live Poultry Hauled by Truck

Live Poultry (1,000 lbs.)	NUMBER 1949	1950	1951	PERCENT OF ALL SHIPMENTS 1949	1950	1951
Atlanta	17,275	23,354	28,006	100.0	100.0	100.0*
Boston	6,722	6,894	7,092	96.4	99.3	100.0
Chicago	53,929	62,072	52,699	95.3	98.0	99.0
Cincinnati	16,225	17,200	21,977	100.0	100.0	100.0
Cleveland	10,019	10,977	10,543	99.3	99.9	100.0*
Detroit	38,959	38,252	36,599	99.9	99.9	100.0*
New Orleans	15,553	14,914	13,246	98.4	98.9	99.5
Philadelphia	23,672	27,708	26,853	98.1	99.2	99.5
St. Louis	29,860	30,029	28,796	98.8	98.4	99.6
San Francisco	18,677	19,828	22,294	99.7	99.7	100.0
Total	**230,891**	**251,228**	**248,105**	**98.2**	**99.1**	**99.7**

*Less than 0.1% received by railroad.

Dressed Poultry (1,000 lbs.)						
Atlanta	1,399	1,918	4,158	61.7	64.1	88.9
Boston	30,556	42,610	50,366	48.3	60.8	62.3
Chicago	74,359	97,916	113,606	76.9	83.1	88.4
Cincinnati	619	2,510	5,893	23.0	86.7	100.0
Cleveland	1,814	9,708	12,421	35.7	65.0	89.4
Detroit	16,012	24,599	28,109	78.1	91.0	92.3
Los Angeles	3,546	2,606	3,544	29.3	24.1	22.2
New Orleans	5,450	8,682	10,982	71.7	88.8	97.6
New York	224,197	256,159	284,827	75.4	79.4	81.4
Philadelphia	13,012	23,985	33,441	43.7	60.3	71.9
St. Louis	10,508	11,771	17,168	94.1	92.9	98.7
San Francisco	8,657	16,146	13,187	62.9	74.6	65.6
Total	**390,129**	**498,610**	**577,702**	**69.4**	**76.3**	**79.7**
Cheese (1,000 lbs.)						
Atlanta	5,811	10,894	12,403	59.3	87.6	88.1
Boston	889	1,977	1,888	3.7	9.5	9.1
Chicago	16,790	29,471	74,816	50.9	52.1	69.3
Cleveland	1,032	3,332	2,658	22.5	34.8	71.5
Detroit	18,337	18,987	15,464	82.0	85.3	89.1
Los Angeles	4,740	3,084	5,879	16.8	11.7	17.9
New York	2,610	4,310	3,990	2.8	6.6	6.4
Philadelphia	4,101	5,272	4,318	10.5	15.7	10.2
St. Louis	9,883	11,624	12,545	70.4	66.2	92.3
San Francisco	5,895	6,886	6,966	34.3	41.4	37.8
Total	**70,088**	**95,832**	**140,927**	**24.6**	**34.1**	**42.3**
Milk (40 Qt. Units, Thousands)						
Boston	3,853	3,734	3,800	43.0	42.7	43.3
New York	36,265	36,690	37,798	81.1	82.0	84.1
Philadelphia	10,479	10,343	10,670	95.0	94.6	95.1
Total	**50,597**	**50,767**	**52,268**	**78.2**	**78.8**	**80.5**
Cream (40 Qt. Units, Thousands)						
Boston	105	109	127	21.3	22.6	27.2
New York	503	966	1,097	50.4	78.2	85.3
Philadelphia	247	283	254	83.7	89.3	91.7
Total	**855**	**1,358**	**1,478**	**47.9**	**66.7**	**72.8**
Frozen Eggs (1,000 lbs.)						
Boston	1,129	3,331	3,764	58.4	94.3	84.9
Chicago	15,074	19,332	24,884	82.0	94.0	88.0
Cleveland	273	750	1,317	51.3	78.1	46.8
Detroit	999	5,756	5,596	63.6	94.5	91.1
New York	4,771	6,847	7,054	41.6	74.5	56.1
Philadelphia	2,106	4,160	6,703	54.0	77.7	58.7
St. Louis	308	2,316	2,087	17.2	61.0	97.0
Total	**24,663**	**42,492**	**51,405**	**62.2**	**85.8**	**75.8**

SOURCE: U. S. Department of Agriculture.

96 Percent of National Park Visitors Travel by Car

NUMBER OF VISITORS BY MODE OF TRANSPORTATION

National Parks	Private Motor Vehicles	Train	Bus	Boat	Air-plane	Unclassified	Total
Acadia, Maine	501,082	—	2,691	—	—	—	503,773
Big Bend, Texas	75,368	—	2,316	—	—	5,272	82,956
Bryce Canyon, Utah	219,869	—	3,953	—	—	—	223,822
Carlsbad Caverns, N. Mex.	474,821	—	14,725	—	—	—	489,546
Crater Lake, Oregon	295,401	—	505	—	—	29	295,935
Everglades, Florida	—	—	—	—	—	143,264	143,264
Glacier, Montana	484,013	6,479	1,196	7,888	4	545	500,125
Grand Canyon, Arizona	629,693	34,377	23,718	—	885	—	688,673
Grand Teton, Wyoming	582,100	—	2,673	—	2,202	610	587,585
Great Smoky Mountains, N. C.-Tenn.	1,904,174	—	75,034	—	—	—	1,979,208
Hawaii, Ter. of Hawaii	485,328	—	1,025	—	—	22	486,375
Hot Springs, Ark.	243,407	40,147	11,254	—	4,324	4,350	303,482
Isle Royale, Michigan	—	—	—	2,065	80	225	2,370
Kings Canyon, California	440,467	—	—	—	—	7,326	447,793
Lassen Volcanic, Calif.	202,590	—	170	—	—	17	202,777
Mammoth Cave, Kentucky	341,440	—	—	—	—	—	341,440
Mesa Verde, Colorado	99,751	—	496	—	—	—	100,247
Mount McKinley, Alaska	152	7,965	—	—	305	212	8,634
Mount Rainier, Washington	861,126	—	10,451	—	—	—	871,577
Olympic, Washington	411,745	—	75	—	—	3,179	414,999
Platt, Oklahoma	951,559	—	—	—	—	—	951,559
Rocky Mountain, Colorado	1,173,065	—	13,145	—	—	15,535	1,201,745
Sequoia, California	441,108	—	680	—	—	6,109	447,897
Shenandoah, Virginia	1,326,862	—	21,928	—	—	466	1,349,256
Wind Cave, South Dakota	82,845	—	—	—	—	—	82,845
Yellowstone, Wyo.-Mont.-Idaho	1,149,278	13,792	2,877	—	—	352	1,166,299
Yosemite, California	830,393	—	19,036	—	—	1,156	850,585
Zion, Utah	326,465	—	5,211	—	—	—	331,676
TOTAL PARKS	14,534,102	102,760	213,159	9,953	7,800	188,669	15,056,443
Percent	96.5	.7	1.4	.1	.1	1.3	100.0
120 National Monuments and Areas of the National Park System Other Than National Parks	15,132,603	—	260,747	700,561	9,357	5,548,783	21,652,051
Percent	69.9	—	1.2	3.2	—	25.6	100.0
GRAND TOTAL	29,666,705	102,760	473,906	710,514	17,157	5,737,452	36,708,494
Percent	80.8	.3	1.3	1.9	—	15.6	100.0

NOTE: Data is for 1951 travel year, ending September 30, 1951.

SOURCE: National Park Service, U. S. Department of the Interior.

Defense Plants Ship Largely By Truck

	PERCENT OF FREIGHT SHIPMENT BY TRUCK	
	Inbound	Outbound
Aircraft Plant, Baltimore, Md.	75%	60%
Tank Plant, Cleveland, Ohio	80%	N.A.

SOURCE: Automotive Industries, March 15, 1952.

"Without Trucks, Our Armed Forces Could Not Exist, As We Know Them"

"Of all the modern forms of transportation on land which we have developed in the United States, trucking is unique. It is the only medium of transportation which can carry most items from the source of manufacture to the point of use. Aside from this basic capability, motor truck transportation is a necessary adjunct to air, rail, and water transportation.

"The Armed Forces are geared to the flexibility of the motor truck. Without trucks, our Armed Forces could not exist, as we know them. The Navy depends upon truck transportation for many essential services."

Dan A. Kimball
Secretary of the Navy

Defense Products Produced by Motor Vehicle Manufacturers

Aircraft and Parts

- Aircraft Actuators
- Aircraft, Jet
- Aircraft, Propeller
- Aircraft, Compass Systems
- Aircraft, Brakes
- Aircraft Engine Controls
- Aircraft Engines, Radial
- Aircraft Engine, Turbo-Jet
- Aircraft Engines, Turbo-Prop
- Aircraft Instrument Density Units
- Aircraft Landing Gears
- Aircraft Propellers
- Aircraft Starters
- Aircraft Wheels
- Amphibious Aircraft Hulls
- Assault Transport Aircraft
- Attitude Indicators
- Bomber Parts and Sub-Assemblies
- Cargo-Personnel Aircraft
- Fighter Aircraft
- Helicopter Blade Dampers
- Hydraulic Controls (Airplane)
- Guided Missile Parts
- Jet Engine Starters
- Landing Gear Struts
- Other Aircraft and Engine Parts

Guns, Ammunition, and Parts

- Anti-Aircraft Fire Control System
- Anti-Aircraft Fire Control System Parts
- Anti-Aircraft Guns and Parts
- Artillery Ammunition and Components
- Ballistics Computers for Tanks
- Bomb Sights
- Bombing Navigational Computers
- Carbine Parts
- Cartridge, Cases
- Fuses and Components
- Guns, 40mm, Dual Automatic
- Guns, 90mm Tank
- Guns, Machine
- Gun Sights
- Projectiles
- Range Finders
- Rifle, Semi-Automatic
- Rockets, 3.5 in. Bazooka
- Rockets, 4.5 in.
- Rocket Parts
- Rocket Sights
- Shells, 105mm
- Small Arms
- Tank Guns
- Other Ammunition and Gun Parts

Military and Civilian Type Vehicles and Parts

- Ambulances
- Armored Utility Vehicles
- Buses
- Bus-Trucks
- Cargo Trucks
- Carryall Trucks
- Command Utility Trucks
- Fire Engines
- Jeeps
- Passenger Cars
- Personnel Carriers
- Staff Cars
- Telephone Maintenance Truck
- Tractor-Trucks
- Trailer Bodies
- Troop Transport Trucks
- Truck Engines
- Trucks, Civilian Type
- Utility Trucks
- Other Vehicles and Parts

Tanks, Gun Carriages, and Parts

- Gun Motor Carriages, Twin 40mm
- Gun Motor Carriage Parts
- Tank Engines
- Tank Range Finders
- Tank Trucks
- Tank Transmissions
- Tanks, Light, Medium and Heavy
- Other Tank Parts

Other

- Adhesives
- Air Conditioning Units
- Air Raid Sirens
- Aluminum Castings and Forgings
- Batteries for Planes, Tanks and Trucks
- Bearings, Ball and Roller
- Brake Controls
- Bushings
- Cable and Wiring Assemblies
- Carburetors
- Castings
- Diesel Engines
- Diesel Locomotives
- Electric Motors
- Electrical Equipment
- Electronic Devices
- Engine Generator Sets
- Engines
- Forgings
- Fuel Controls
- Fuel Pumps
- Gyro Assemblies
- Heat Exchangers for Aircraft, Tanks, Ships and Gun Controls
- Heaters
- Ignition Systems and Parts
- Industrial Engines
- Instrument Bearings
- Instrument Clusters
- Instrument Parts
- Locomotive Engines
- Machine Tool Parts
- Machining
- Magnetos
- Manifold Assemblies
- Marine Engines
- Marine Equipment
- Military Locomotives
- Mine Sweeper Engines
- Oil Filters
- Oil Pressure Gauges
- Oil Pumps
- Powdered Metal Parts
- Radar Parts
- Radiators
- Radio Compasses
- Radio Receivers and Transmitters
- Refrigerators and Parts
- Rubber Parts for Tanks, Trucks, Aircraft
- Search Light Reflectors
- Shock Absorbers, Tank and Truck
- Spark Plugs
- Speedometers
- Stampings
- Starting Motors
- Stationary Engines
- Steering Gears
- Submarine Nets
- Tubing Assemblies
- Water Distilling Unit Parts
- Wheel and Brake Assemblies
- Wing Assemblies
- And Many Other Parts, Sub-Assemblies, and Complete Units

Research, Development, Design Projects

SOURCE: Published statements by various motor vehicle manufacturers.

3,935,000 Carloads of Automotive Freight

Automotive Rail Freight By Commodity Groups 1951

	Carloads*		Carloads*
Motor Vehicles, Parts, Tires	879,000	Road and Fuel Oil	25,000
Gasoline	402,000	Crude Rubber	30,000
Crude Petroleum	64,000	Cement for Roads, Bridges	450,000
Lubricating Oil	99,000	Asphalt for Roads	105,000
Iron and Steel	312,000	Gravel, Sand, Stone, Brick	825,000
Iron Ore	335,000	Miscellaneous, such as non-ferrous metals, paints, upholstery, scrap steel	170,000
Coal and Coke	219,000		
Lumber	20,000		
Total Automotive Freight Carloads			3,935,000
Rail Revenues from Automotive Freight			$884,000,000

*Partly estimated by Automobile Manufacturers Association.

Rail Carloads of Automobiles, Trucks, Parts, and Tires, 1951

(From Freight Commodity Statistics of the Interstate Commerce Commission)

EASTERN LINES	Carloads Originated	Received From Connections	Total Carloads Carried	Revenue
N.Y.C. Lines	221,787	65,526	287,313	$43,066,588
Penn. System	83,653	46,090	129,743	21,524,266
G.T.W. R.R.	73,292	30,332	103,624	9,844,154
D.T. & I. R.R.	66,714	7,836	74,550	4,647,860
B. & O. System	45,294	36,980	82,274	11,466,019
C. & O. Ry.	44,678	22,387	67,065	8,842,831
Erie System	23,845	35,902	59,747	7,883,326
Wab. R.R.—A.A. R.R.	19,748	64,743	84,491	12,026,390
N.Y.C. & St. L. R.R.	16,091	20,070	36,161	4,552,910
Reading System	14,007	28,604	42,611	2,364,185
A.C. & Y. Ry.	11,652	677	12,329	924,226
W. Md. Ry.	5,315	10,065	15,380	1,021,551
D. & T. S. L. R. R.	4,193	23,022	27,215	938,396
C.I. & L. Ry.	3,896	4,486	8,382	695,460
B. & M. R.R.	3,228	16,810	20,038	1,950,963
C. & E.I. Ry.	2,950	12,935	15,885	1,819,240
New Haven System	2,094	17,708	19,802	1,688,386
D.L. & W. R.R.	2,058	14,204	16,262	2,396,453
L.V. R.R.	1,872	16,622	18,494	2,443,448
D. & H. R.R.	707	8,738	9,445	468,934
N. & W. Ry.	594	9,458	10,052	1,674,523
R.F. & P. R.R.	165	6,224	6,389	341,648
E.J. & E. Ry.	91	8,442	8,533	183,861
Virginian Ry	31	3,004	3,035	415,864
P. & W. Va. Ry.	12	3,943	3,955	180,642
C. Vt. Ry.	7	2,814	2,821	232,710
C.P. Lines in Me. & Vt.	7	6,389	6,396	226,986
Me. Cent. R.R.	2	2,791	2,793	229,125
Miscellaneous	650	11,421	12,071	502,947
Total Eastern Lines	**648,633**	**538,223**	**1,186,856**	**$144,553,892**

Pay Railroads $884,000,000 in 1951

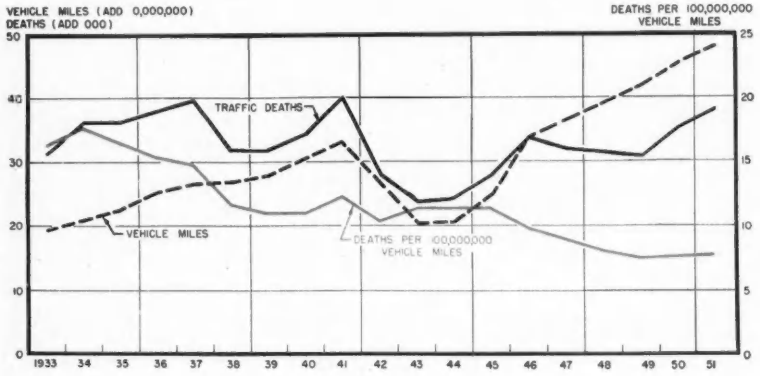
WESTERN LINES	Carloads Originated	Received From Connections	Total Carloads Carried	Revenue
Southern Pacific System	43,627	71,703	115,330	$27,092,868
Mo. Pac. System	33,310	60,882	94,192	14,403,153
C.M. St. P. & P. R.R.	30,177	21,434	51,611	7,050,935
C. & N.W. System	17,950	31,707	49,657	5,159,666
A.T. & S.F. Ry. System	13,292	48,229	61,521	30,246,920
Union Pacific R.R.	11,436	44,740	56,176	22,241,256
St. L.S.W. Lines	6,405	14,155	20,560	4,528,417
Frisco Lines	6,052	15,943	21,995	3,113,374
C.R.I. & P. R.R.	5,618	17,344	22,962	5,244,849
Burlington Route	4,128	24,601	28,729	5,862,124
K.C.S. System	3,739	9,934	13,673	1,688,560
M.K.T. Lines	2,733	7,525	10,258	1,999,509
No. Pac. Ry.	1,973	15,564	17,537	4,763,381
T. & P. Ry.	1,814	26,876	28,690	3,449,815
M. St. P. & S.S.M. R.R.	1,389	3,303	4,692	791,564
Great No. Ry.	1,051	18,561	19,612	5,064,593
West. Pac. R.R.	887	9,845	10,732	2,016,912
C.G.W. R.R.	221	4,065	4,286	483,193
M. & St. L. R.R.	142	3,428	3,570	334,804
D. & R.G.W. R.R.	129	13,959	14,088	2,869,873
S.P. & S. Ry.	49	8,618	8,667	565,675
K.O. & G. Ry.	—	6,917	6,917	467,646
G.B. & W. R.R.	—	4,460	4,460	449,955
Miscellaneous	209	4,652	4,861	491,572
Total Western Lines	**186,331**	**488,445**	**674,776**	**$150,380,614**
SOUTHERN LINES				
Southern System	20,979	67,617	88,596	$10,905,926
Ill. Central R.R.	8,104	35,004	43,108	6,538,112
L. & N. R.R.	6,211	10,342	16,553	2,858,624
G.M. & O. R.R.	2,688	5,427	8,115	1,570,069
C. of Ga. Ry.	2,216	9,416	11,632	979,068
N.C. & St. L. Ry.	1,242	1,941	3,183	409,628
A.C.L. System	987	17,721	18,708	1,927,553
S.A.L. R.R.	470	8,254	8,724	1,133,492
Ga. & Fla. R.R.	423	872	1,295	74,130
Norfolk Sou. R.R.	68	2,245	2,313	212,474
F.E.C. Ry.	21	3,375	3,396	474,275
Miscellaneous	307	829	1,136	89,509
Total Southern Lines	**43,716**	**163,043**	**206,759**	**$ 27,172,860**
U. S. Total, Class I	**878,680**	**1,189,711**	**2,068,391**	**$322,107,366**

Shipments of Motor Vehicles by Types of Transportation

From Factories and Assembly Plants in United States, Including Exports

Year	Railroad Carloads of Machines	Machines Delivered Overland	Machines Shipped by Boat	Year	Railroad Carloads of Machines	Machines Delivered Overland	Machines Shipped by Boat
1933	198,827	930,303	126,258	1941	448,043	2,756,974	287,703
1934	318,294	1,209,291	154,540	1946	290,974	1,661,637	169,664
1935	401,547	1,899,974	272,458	1947	378,861	2,822,773	286,188
1936	448,685	2,237,432	311,436	1948	356,477	3,289,641	331,815
1937	476,221	2,452,300	340,773	1949	372,739	4,167,269	490,273
1938	224,955	1,330,334	151,632	1950	389,556	5,776,706	585,356
1939	313,204	1,996,629	208,549	1951	303,502	4,966,709	468,716
1940	402,819	2,618,484	274,431				

Traffic Fatality Rate Holds Near Bottom



1951 Pedestrian Fatalities One Third Below 1941

		—DEATHS FROM COLLISION WITH—							TOTAL DEATH RATES		
	ALL DEATHS*	Deaths From Non-Collision Accidents	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles and Horsedrawn Vehicles	Fixed Objects	Per 100,000 Population	Per 10,000 Motor Vehicles	Per 100,000,000 Vehicle Miles
1927	25,800	7,870	10,820	3,430	1,830	520	820	500	21.8	11.2	16.3
1928	28,000	8,070	11,420	4,310	2,140	570	950	540	23.4	11.4	16.2
1929	31,200	9,380	12,250	5,400	2,050	530	990	620	25.7	11.8	15.8
1930	32,900	9,970	12,900	5,880	1,830	480	1,150	720	26.7	12.4	16.0
1931	33,700	9,570	13,370	6,820	1,710	440	900	870	27.2	13.0	15.6
1932	29,500	8,500	11,490	6,070	1,520	320	750	800	23.6	12.2	14.7
1933	31,363	8,680	12,840	6,470	1,437	318	710	900	25.0	13.2	15.6
1934	36,101	9,820	14,480	8,110	1,457	332	860	1,040	28.6	14.4	15.7
1935	36,369	9,720	14,350	8,750	1,587	253	700	1,010	28.6	13.9	15.9
1936	38,089	9,410	15,250	9,500	1,697	269	900	1,060	29.7	13.5	15.1
1937	39,643	9,690	15,500	10,320	1,810	264	900	1,160	30.8	13.3	14.7
1938	32,582	7,350	12,850	8,900	1,490	165	890	940	25.1	11.1	12.0
1939	32,386	7,900	12,400	8,700	1,330	150	910	1,000	24.7	10.6	11.3
1940	34,501	7,800	12,700	10,100	1,707	132	950	1,100	26.1	10.8	11.4
1941	39,969	9,450	13,550	12,500	1,840	118	1,160	1,350	30.0	11.6	12.0
1942	28,309	6,740	10,650	7,300	1,754	124	890	850	21.2	8.7	10.6
1943	23,823	5,690	9,900	5,300	1,448	171	610	700	17.8	7.8	11.5
1944	24,282	5,600	9,900	5,700	1,663	175	540	700	18.3	8.1	11.5
1945	28,076	6,600	11,000	7,150	1,703	163	630	800	21.2	9.2	11.3
1946	33,411	8,900	11,600	9,400	1,703	174	670	950	23.9	9.8	9.8
1947	32,697	8,800	10,450	9,900	1,736	102	700	1,000	22.8	8.7	8.8
1948	32,259	8,950	9,950	10,200	1,474	83	600	1,000	22.1	7.9	8.1
1949	31,701	9,100	8,800	10,500	1,452	56	690	1,100	21.3	7.2	7.5
1950	35,000	10,450	8,600	12,500	1,523	120	610	1,200	23.1	7.2	7.6
1951	37,300	11,100	9,000	13,800	1,508	50	550	1,300	24.3	7.1	7.6

***Totals do not quite equal the sum of the various types because the estimates were generally made only to the nearest 10 deaths, and to the nearest 50 deaths for certain types.**

SOURCE: "Accident Facts" by the National Safety Council.

Members of

Automobile Manufacturers Association

Passenger Car Manufacturers

Trade Name	Member or Manufacturer	Address
Buick	Buick Motor Division*	Flint 2, Mich.
Cadillac	Cadillac Motor Car Division*	Detroit 32, Mich.
Checker	Checker Cab Mfg. Corporation	Kalamazoo 13F, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Chrysler	Chrysler Sales Division†	Detroit 31, Mich.
Crosley	Crosley Motors Inc.	Cincinnati 14, Ohio
De Soto	De Soto Division†	Detroit 31, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
Frazer	Kaiser-Frazer Corporation	Willow Run, Mich.
Henry J	Kaiser-Frazer Corporation	Willow Run, Mich.
Hudson	Hudson Motor Car Company	Detroit 14, Mich.
Kaiser	Kaiser-Frazer Corporation	Willow Run, Mich.
Nash	Nash-Kelvinator Corporation	Detroit 32, Mich.
Oldsmobile	Oldsmobile Division*	Lansing 21, Mich.
Packard	Packard Motor Car Company	Detroit 32, Mich.
Plymouth	Plymouth Division†	Detroit 31, Mich.
Pontiac	Pontiac Motor Division*	Pontiac 11, Mich.
Studebaker	The Studebaker Corporation	South Bend 27, Ind.
Willys	Willys-Overland Motors, Inc.	Toledo 1, Ohio

Station Wagon Manufacturers

Buick	Buick Motor Division*	Flint 2, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Chrysler	Chrysler Sales Division†	Detroit 31, Mich.
Crosley	Crosley Motors, Inc.	Cincinnati 14, Ohio
De Soto	De Soto Division†	Detroit 31, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
Nash	Nash-Kelvinator Corporation	Detroit 32, Mich.
Oldsmobile	Oldsmobile Division*	Lansing 21, Mich.
Plymouth	Plymouth Division†	Detroit 31, Mich.
Pontiac	Pontiac Motor Division*	Pontiac 11, Mich.
Willys	Willys-Overland Motors, Inc.	Toledo 1, Ohio

Motor Coach Manufacturers

ACF-Brill	ACF-Brill Motors Company	Philadelphia 42, Pa.
Fitzjohn	Fitzjohn Coach Company	Muskegon, Mich.
Flxible	The Flxible Company	Loudonville, Ohio
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Transit	Checker Cab Mfg. Corporation	Kalamazoo 13F, Mich.
Twin Coach	Twin Coach Company	Kent, Ohio
White	The White Motor Company	Cleveland 1, Ohio

School Bus Chassis Manufacturers

ACF-Brill	ACF-Brill Motors Company	Philadelphia 42, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
Flxible	The Flxible Company	Loudonville, Ohio
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Studebaker	The Studebaker Corporation	South Bend 27, Ind.
White	The White Motor Company	Cleveland 1, Ohio

† Chrysler Corporation. * General Motors Corporation.

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	The Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Corbitt	The Corbitt Company	Henderson, N. C.
Crosley	Crosley Motors, Inc.	Cincinnati 14, Ohio
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
Duplex	Duplex Truck Company	Lansing 4, Mich.
Federal	Federal Motor Truck Company	Detroit 9, Mich.
F.W.D.	Four Wheel Drive Auto Company	Clintonville, Wis.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
Hudson	Hudson Motor Car Company	Detroit 14, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Nash	Nash-Kelvinator Corporation	Detroit 32, Mich.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Pontiac	Pontiac Motor Division*	Pontiac 11, Mich.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Sterling	Sterling Div. of The White Motor Company	Milwaukee 1, Wis.
Studebaker	The Studebaker Corporation	South Bend 27, Ind.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
Ward LaFrance	Ward LaFrance Truck Corporation	Elmira, N. Y.
White	The White Motor Company	Cleveland 1, Ohio
Willys	Willys-Overland Motors, Inc.	Toledo 1, Ohio

Cab-Over-Engine Truck Manufacturers

Autocar	The Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Dodge	Dodge Division†	Detroit 31, Mich.
F.W.D.	Four Wheel Drive Auto Company	Clintonville, Wis.
Mack	Mack Manufacturing Corporation	New York 1, N. Y.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Sterling	Sterling Div. of The White Motor Company	Milwaukee 1, Wis.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
White	The White Motor Company	Cleveland 1, Ohio

Multi-Stop Delivery Truck Manufacturers

Chevrolet	Chevrolet Motor Division*	Detroit 2, Mich.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division†	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Division*	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.

† Chrysler Corporation. * General Motors Corporation.

Associations of the Automobile Industry

Automobile Manufacturers Association, Inc.

Offices: Headquarters: 320 New Center Building, Detroit 2, Mich.; Branches: 366 Madison Avenue, New York 17, N. Y., and 830 Transportation Building, Washington 6, D. C.

President: G. W. Mason, President, Nash-Kelvinator Corporation.

Advisory Vice-Pres.: Alfred Reeves.

Managing Director: William J. Cronin.

The Automobile Manufacturers Association, Inc., was organized in 1913 under the name of Automobile Chamber of Commerce (later changed to National Automobile Chamber of Commerce and in 1934 changed to Automobile Manufacturers Association, Inc.). It is the successor of the National Association of Automobile Manufacturers, the Automobile Board of Trade, and the Association of Licensed Automobile Manufacturers, in existence prior to 1913.

The principal purposes of the Association are:

To contribute in the public interest to the successful operation of those engaged in the business of manufacturing passenger cars, commercial cars, trucks, buses and similar self-propelled vehicles, by assisting in the solution of problems affecting the industry and the general public;

To promote free competition in the manufacture, distribution, sale and servicing of the industry's products;

To collect and utilize technical and other information regarding the various aspects of the automotive business;

To aid in the solution of problems affecting the industry through the use of such information;

To facilitate the exchange of information among its members regarding inventions, patents, trade-marks, processes and devices usable on motor vehicles and in their production and sales; and

To acquire and dispose of property, including inventions, letters patent and processes or rights thereunder, subject to such limitations as may be prescribed by law, and not for pecuniary profit.

American Automobile Association

National Headquarters: Pennsylvania Avenue at 17th Street, N.W., Washington 6, D. C.

President: J. E. O'Neill, P. O. Box 1832, Fresno, Calif.

Executive Vice-President: Russell E. Singer.

The world's largest motor federation—composed of 750 motor clubs and branches and over 3,600,000 members. It is a national civic body, operating without personal profit and officered by responsible business and professional men.

Its objects, briefly stated, are:

To unite in one body all the automobile clubs and individual motorists in the country.

To secure reasonable and just legislation and to aid in proper enforcement of automobile laws and ordinances.

To secure the construction and maintenance of a system of highways adequate to the needs of motor transport.

To encourage travel by automobile, bus, steamship, rail and air, and to secure, prepare, and disseminate information relative thereto.

To support sportsmanlike contests and other movements that will advance motoring interests.

To develop service to motorists through clubs.

To promote highway safety by motorists and pedestrians, and to develop it among children through safety lessons, school boy patrols, and driver training.

To facilitate touring by Americans in foreign countries, furnish customs papers, driving licenses and necessary documents.

The Association of American Battery Manufacturers, Inc.

Executive Headquarters: 2706 First National Tower Building, Akron, Ohio.

President: R. L. Sommerville, Electric Storage Battery Company.

Commissioner: V. L. Smithers, 2706 First National Tower Building, Akron, Ohio.

The Association was organized in 1924.

Active membership is composed of manufacturers of wet storage batteries in North and South America.

Suppliers of materials used in the manufacture of wet storage batteries, and manufacturers of equipment used for direct servicing of storage batteries are admitted to associate membership in the Supplier Division.

Large merchandising outlets handling sales of private brand batteries are admitted to associate membership in the Merchandising Division.

The Association engages in promotion of activities of interest to industry. Particularly active in standardization of batteries, battery testing, guarantee and adjustment policies, and educational programs which improve the care and servicing of batteries.

American Finance Conference

Offices: 1200 Midland Bldg., 176 West Adams St., Chicago 3, Illinois.

President: R. Earle O'Keefe, President, Southwestern Investment Company, Amarillo, Texas

Chairman, Executive Committee: Robert L. Oare, Chairman of Board, Associates Investment Company, South Bend, Indiana.

Executive Vice-President: Thomas W. Rogers, 176 West Adams St., Chicago 3, Illinois.

A national trade association representing 350 automobile finance companies operating nearly 1,300 offices in 46 states. Purpose is to promote the betterment of the business of its members by coordinating its forces for educational, legislative, defensive or other purposes, by aiding and cooperating with any movement beneficial to the automobile financing business.

American Trucking Associations, Inc.

General Offices: 1424 16th St., N.W., Washington 6, D. C.
Chairman, Board of Directors: Leland James.
President: Walter Mullady.
Managing Director: John V. Lawrence.
General Manager: Ray G. Atherton.

The American Trucking Association, Inc., organized in Washington in September 1933, is composed of 52 state motor truck associations, representing throughout the country all types and classes of truck owners and operators. It is a federation of associations, operating without profit and officered by truck operators for the purpose of protecting and promoting the interests of the trucking industry.

It is the recognized national spokesman for the trucking industry and contacts regularly all Federal departments in which arise matters pertaining to trucking and other forms of transportation.

Automobile Old Timers, Inc.

National Headquarters: 22 East 38th St., New York 16, N. Y.
Past Honorary President: Alfred P. Sloan, Jr.
Honorary President: William L. Hughson
President: J. E. Henry.
Executive Vice President: Frederick H. Elliott.
Secretary: Clifford M. Bishop.
Treasurer: C. Ray Palmer.

Established in 1939 to conduct a national organization composed of persons who have been, or may be, associated in developing, encouraging and facilitating the use of motor vehicles in the United States.

To give special recognition to and record outstanding experiences and events in the history of the automotive industry; to encourage collections and exhibitions of motor vehicles, their parts and accessories that will demonstrate the advances made in their manufacture and use; to publish a magazine describing activities of the organization; and to encourage friendly relations among members by arranging meetings.

Automotive Parts Manufacturers Association

General Offices: 800 Michigan Building, Detroit 26, Michigan.
President: R. H. Daisley, Eaton Manufacturing Co.
General Manager: Frank Rising, 800 Michigan Building, Detroit 26, Michigan.
Washington Representative: C. O. Skinner, 1026 17th St., N.W., Washington 6, D. C.

A national, non-profit trade association serving some 400 member plants engaged in the manufacture of automotive and aviation parts. Procures, compiles, digests and disseminates, through bulletin service and direct contacts, a wide variety of information on such problems as governmental regulations on production, materials, manpower; labor relations; statistical data on payrolls, wage rates, employment, sales; and other matters affecting the welfare of the industry.

Automotive Electric Association

General Offices: 802 Michigan Building, Detroit 26, Michigan.
President: J. W. Potter, King-Seeley Corp., Ann Arbor, Mich.
Executive Secretary: S. W. Potter, 802 Michigan Building, Detroit 26, Michigan.

An international association composed of manufacturers of specialized automotive original equipment and whose membership also includes distributors and service stations in the field. The compilation of technical data and information pertaining to original equipment parts and units are some of the function of the association.

Automotive Safety Foundation

Headquarters: Hill Building, Washington 6, D.C.
Chairman of the Board: A. A. Stambaugh, Chairman of the Board, The Standard Oil Company (Ohio).
Vice-Chairmen:
Malcolm P. Ferguson, President, Bendix Aviation Corporation.
B. E. Hutchinson, Chairman, Finance Committee, Chrysler Corporation.
Carl D. Franks, Executive Vice President, Portland Cement Association.
L. R. Jackson, President, The Firestone Tire & Rubber Company.
L. S. Wescoat, President, The Pure Oil Company.
E. C. Wareheim, President, Commercial Credit Company.
President: Pyke Johnson.
Vice-Presidents: Norman Damon; Carl E. Fritts.
Treasurer: A. O. Dietz, Chairman, Commercial Investment Trust Incorporated.
Secretary: C. O. Skinner, Washington Representative, Automotive Parts Manufacturers Association.
Assistant Treasurer: Alfred Reeves, Advisory Vice President, Automobile Manufacturers Association.

Objectives: Safe and efficient use of streets and highways; sound and orderly development of highway facilities adequate to meet transportation needs, with special attention to problems of traffic accidents, congestion, delay and parking.

Work of the Foundation is carried on through assistance to agencies and organizations in these fields, either in grants of funds or in professional staff services.

Automotive Trade Association Managers

General Offices: 710 Ninth & Hill Building, Los Angeles 15, California.
President: Edward L. Cleary, Chicago 1, Illinois.
Vice-President: Lew Ullrich, Louisville 2, Kentucky.
Secretary-Treasurer: Charles H. Elmendorf, 710 Ninth & Hill Bldg., Los Angeles 15, California.

A National Association composed of managers of state and local automobile dealer associations.

Fosters, promotes and encourages the interchange of ideas and experiences of its members.

Inter-Industry Highway Safety Committee

Headquarters: 1026 17th Street, N. W., Washington 6, D. C.
Chairman: W. F. Hufstader, Vice President, General Motors Corporation.
Vice-Chairman: K. B. Elliott, Vice President in Charge of Sales, The Studebaker Corporation.
Managing Director: M. R. Darlington, Jr.

The National Committee, consisting of four representatives each from the motor vehicle and the rubber tire manufacturers, and from the motor vehicle dealers, was organized in 1946 to encourage the active support of safe and efficient highway transportation by the automotive and allied industries and their dealers.

The headquarters office provides service in the form of periodic bulletins, materials and releases. State and local dealer safety committees cooperate with public officials and organizations interested in highway safety.

The Committee's five-point program, selected for national emphasis, includes: Promotion of: (1) High School Driver Education; (2) Good Driving Practices; (3) Safe Car Conditioning; (4) National Safety Contests; (5) Cooperative Community Projects. (6) Support of Sound Highway Development Programs; and (7) Adequate Off-Street Parking Facilities.

Internal Combustion Engine Institute, Inc.

General Offices: 201 N. Wells St., Chicago 6, Illinois.

President: G. Waine Thomas, Continental Motors Corp., Muskegon, Mich.

Vice President: R. C. Wietersen, The Buda Company, Harvey, Ill.

Secretary: H. E. Bruns, The Lauson Co.-Div. of Hart Carter, New Holstein, Wis.

Treasurer: J. F. Bachman, Ford Motor Co., Highland Park, Michigan.

Director: W. M. Holland, International Harvester Co., Melrose Park, Ill.

Executive Secretary: C. G. Spice, 201 N. Wells Street, Chicago 6, Illinois.

The objects of this Institute shall be to promote the interests of manufacturers and distributors of internal combustion engines; to increase the use of their products; to improve the conditions under which the industry is carried on; to promote a more enlarged and friendly intercourse among those engaged in the industry; to develop fair and just competitive methods; to perfect machinery for the peaceful settlement of disputes; to collect and disseminate pertinent data relating to the industry, and generally do such things as may be necessary to the foregoing results.

Motor and Equipment Manufacturers Association

Executive Headquarters: 250 West 57th St., New York 19, New York.

President: George O. Wherley, The Timken Roller Bearing Company, Canton 6, Ohio.

General Manager: Albert H. Eichholz, 250 West 57th Street, New York 19, New York.

National organization, functioning since 1904, representing interests of manufacturers of automotive original equipment, replacement parts, accessories, shop equipment, service tools, and chemicals.

Motor and Equipment Wholesalers Association

Executive Headquarters: Suite 1800, 309 W. Jackson Blvd., Chicago 6, Illinois.

President: Harold E. Pirson, President, Pirson Auto Parts, Inc., North Tonawanda, New York.

General Manager: B. W. Ruark, 309 W. Jackson Blvd., Chicago 6, Illinois.

National organization of, by, and for interests of automotive wholesalers, distributing merchandise generally as follows: Parts, equipment, accessories and supplies in the automotive, aircraft and Marine line.

Maintains an information bureau for members and disseminates information pertinent to operations of the automotive wholesaling industry.

Conducts Collection Service, Adjustment Bureau, Merchandise Exchange Department, and Interchange of Members' Experiences Department.

Engaged in sales planning which consists of dissemination of general information, market analysis surveys, studies in management, etc.

Publishes a bi-monthly magazine, "The Selling Job," devoted to automotive wholesaler salesmen's problems.

National Association of Independent Tire Dealers, Inc.

General Offices: 624-629 Wyatt Building, 777 14th Street, N.W., Washington, D. C.

President: C. L. Pangborn, Pangborns, Ottumwa, Iowa.

Executive Secretary: Winston W. Marsh.

This association was formed in 1920 to advance and safeguard the business interests of the Independent Tire Dealers and Tire Renewers and to promote a co-operative relationship between the tire manufacturers, tire dealers, tire renewers, and the buying public.

The membership extends over all forty-eight states, Canada, Hawaii, and England. There is a Director in each state in the Union. Twelve states have formal state organizations as a part of the National. Several of the larger metropolitan centers have strong local groups.

National Association of Motor Bus Operators

Headquarters: 839 17th St. N.W., Washingt n 6, D. C.

President: A. M. Hill, Chairman of the Executive Committee, The Greyhound Corp., 839 17th St., N.W., Washington 6, D. C.

Vice-President: R. C. Hoffman, Jr., President, Carolina Coach Co., 1201 South Blount St., Raleigh, North Carolina.

Secretary-Manager: A. W. Koehler, 839 17th St., N.W., Washington 6, D. C.

Included in the scope of activities conducted by the Association are: close attention to national, state, and municipal legislation and important litigation in which precedents affecting bus operation are likely to be established; the compilation and distribution of statistical data for the industry; study of the relation of motor bus transportation to other transportation agencies.

National Association of Taxicab Owners

(Affiliated with Cab Research Bureau, Inc.)

Headquarters: 803 Leader Building, Cleveland 14, Ohio.

Honorary President: W. W. Cloud.

President: Frank Sawyer.

Treasurer: Russell Reel.

Honorary Secretary: J. G. Williams.

Secretary: H. I. Gwilym.

Purpose: To afford members a medium of cooperation, and to collect and disseminate information that promotes the economical conduct of the taxicab business.

National Automobile Dealers Association

General Offices: 1026 17th St., N.W., Washington 6, D. C.

President: J. Saxton Lloyd, Daytona Beach, Florida.

First Vice-President: Robert S. Armacost, Kansas City, Missouri.

Treasurer: Foster W. Talbott, Baltimore, Maryland.

Secretary: Carl E. Fribley, Norwich, New York.

Managing Director: M. Robert Deo, Washington, D. C.

Assistant Managing Director: D. C. Barnhart, Washington, D. C.

Assistant Secretary-Treasurer: Jay Green, Washington, D. C.

Object is promotion of automobile dealer business; constructive publicity on dealer aims, maintenance of high merchandising standards; research on selling opportunities of the business; study of markets and dissemination of facts concerning the same; guarding dealers' interests in all matters of governmental regulation, control of consumer credit, wages and hours, etc.; opposition to harmful legislation, support of good legislation, promotion of good roads and furthering highway safety.

National Council of Private Motor Truck Owners, Inc.

Headquarters: Kass Building, Washington 5, D. C.

President: T. A. Drescher, Milk Industry Foundation, Washington, D. C.

Vice-Presidents:

Eastern Vice-President: A. B. Gorman, Esso Standard Oil Co., New York, N. Y.

Central Vice-President: A. H. Kreuder, Wilson & Co., Chicago, Ill.

Western Vice-President: P. H. Ducker, Automotive Council, Los Angeles, Calif.

Southeastern Vice-President: John J. Riley, American Bottlers of Carbonated Beverages, Washington, D. C.

Treasurer: Robert C. Hibben, International Association of Ice Cream Manufacturers, Washington, D. C.

Managing Director: H. Scott Byerly, Kass Building, Washington, D. C.

A national organization incorporated as a nonprofit association under the laws of the State of New York, devoted to the preservation of the rights and abilities of private enterprise to operate commercial motor vehicles in agriculture and industry —to promote safe and economic use of such vehicles in the public service. Its membership comprises firms owning one or more trucks and national and state associations that represent them.

National Highway Users Conference

Headquarters: National Press Building, Washington, 4, D. C.

Chairman: Albert Bradley, Executive Vice-President, General Motors Corporation, New York, New York.

Vice-Chairmen: Arthur M. Hill, President, National Association of Motor Bus Operators; Herschel D. Newsom, Master, National Grange.

Secretary-Treasurer: L. I. Taber.

Director: Arthur C. Butler, National Press Building, Washington 4, D. C.

Promotes sound public policies on highway use, development, safety, taxation, finance and administration.

Nationally, and through 48 affiliated State Highway Users Conferences, coordinates activities of 1,200 organizations working for sound development of highway transportation through research, education, and reasonable laws and regulations.

Serves as a clearing house for information on proposed national, state and municipal legislation affecting motor vehicle taxation and regulation and highway construction. Sponsor of biennial Highway Transportation Congress.

National Standard Parts Association

General Offices: Thirty-fifth Floor, Eight S. Michigan Avenue, Chicago 3, Illinois.

Washington Office: 2025 Eye Street, N.W., Washington 6, D. C.

President: Fred S. Roberts, Phelps-Roberts Corp., Washington, D. C.

Executive Vice-President: J. L. Wiggins, 35th Floor, Willoughby Tower, Chicago 3, Illinois.

Membership comprises corporations, firms, or persons engaged in manufacturing and/or wholesaling automotive replacement parts, tools and equipment, supplies, accessories, paint and chemicals.

The objects of the Association are to promote closer relationships in the automotive service industry and to provide members with basic business services. The Association regularly issues bulletins and booklets and holds meetings and conventions to disseminate information on legal, legislative, advertising, merchandising, cataloging, selling and operating problems; publishes weekly Washington newsletter and quarterly magazine; conducts management and marketing surveys; provides personnel training booklets and films; maintains automotive service industry information bureau.

National Wheel and Rim Association

General Offices: 208 W. St. Clair Ave., Cleveland 13, Ohio.

President: John Beller, President, Beller Wheel, Brake & Supply Co., 577 Marshall Ave., Memphis 3, Tenn.

Treasurer: H. M. Young, Borbein, Young & Company, St. Louis 8, Missouri.

Advertising Counsel: Jos. P. Glover, 208 W. St. Clair, Cleveland 13, Ohio.

Active membership consists of firms engaged in the wholesale distribution of wheels and allied products; associate membership, the manufacturers of wheels for original equipment who sell replacement materials through distributors.

Objects: To promote the general welfare of the industry; exchange information among members; publish catalogs and sales promotion material; and encourage close friendly relations among the members by means of meetings at regular intervals and bulletin service between meetings.

The Rubber Manufacturers Association

General Offices: 444 Madison Ave., New York 22, New York.

President: A. L. Viles.

Vice-President: W. J. Sears.

Vice-President & General Counsel: R. H. Ormsby.

Secretary: R. H. Goebel.

A national trade organization embracing rubber manufacturers of the United States.

Its membership consists of 135 firms, and its object is to promote in all lawful ways the commercial interests of its members, and secure the advantages to be obtained through mutual cooperation, also to stimulate social intercourse among those connected with the rubber industry and commerce and in general for the promotion of the welfare of the rubber industry.

Society of Automotive Engineers, Inc.

General Offices: 29 West 39th St., New York 18, New York.

President: D. P. Barnard, Standard Oil Co. (Indiana), Chicago, Ill.

Secretary and General Manager: John A. C. Warner.

Object of the Society is to promote the arts, sciences, standards, and engineering practices connected with the design, construction and utilization of automotive apparatus, all forms of self-propelled or mechanically propelled mediums for the transportation of passengers or freight by land and air, and internal combustion primemovers. Publications are: SAE Transactions (annual); SAE Membership Roster (annual); The SAE Journal (monthly); and SAE Handbook, Standards and Recommended Practices (Published annually), Aeronautical Material Specifications, Aeronautical Standards, Recommended Practices, and Aeronautical Information Reports (looseleaf).

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